

## CHAPTER 2

# COSAL

The Coordinated Shipboard Allowance List (COSAL) is a technical and management document. The COSAL is a technical document to the extent that equipment, component, part nomenclatures, operating characteristics, and technical manuals are described in allowance parts lists (APLs) or allowance equipage lists (AELs). This supply document lists the items required to achieve maximum, self-supporting capabilities for an extended period of time. The COSAL provides the ship with basic guidance for determining items that should be stocked by supply or held in the custody of other departments. That is why changes are incorporated promptly and properly upon receipt. Corrective action is to be taken when determined that any part of the COSAL is inaccurate and incomplete.

The COSAL will specify the range and depth of all equipment validated to be on board your ship or station. This information is maintained for every activity and ship in the weapons system file (WSF).

This chapter discusses how to maintain the COSAL, make configuration and allowance changes, and update the COSAL.

### COSAL MAINTENANCE

Proper maintenance of the ship's COSAL is vital to adequate support of installed shipboard equipment. Once a ship's installed equipment has been validated, reported, and reflected in an updated COSAL, the supply officer has the responsibility to make sure any later equipment installations, removals, or changes are reported to the cognizant inventory control point (ICP) and type commander (TYCOM) and the ship's COSAL is revised accordingly. When changes are done between overhauls, the ship has the responsibility to initiate the reports and update the COSAL.

COSAL maintenance is a very important task. The person you make responsible for maintaining

the ship's COSAL should be one of your sharpest personnel. There is not any way to emphasize enough just how important it is to maintain an accurate and up-to-date COSAL.

COSAL maintenance includes reporting configuration changes, processing changes, and detecting inconsistencies between the COSAL and other ship's selected records. This also includes reporting conditions that adversely affect the shipboard maintenance effort when they are discovered.

### REPORTING CONFIGURATION CHANGES AND SUPPORT PROBLEMS

COSAL maintenance is the dual responsibility of the maintenance and supply personnel. The maintenance technician is most aware of what is happening to his or her equipment. Therefore, the technician is the primary reporting source and must be able to detect and report his or her maintenance support problems. The methods he or she can use are discussed later in this chapter. Supply personnel must process these COSAL reports promptly. The supply officer or the leading Storekeeper should make sure these reports are filled out correctly before submission.

### Configuration Changes

To enable the allowance list maintenance activity to prepare and publish timely COSAL revisions that reflect a ship's configuration change, it is essential for each equipment/component installation, removal, or modification done between regular overhauls to be promptly reported using a ship's Configuration Change Form (CCF), OPNAV Form 4790/CK, per the *Ships' Maintenance and Material Management (3-M) Manual*, OPNAVINST 4790.4.

| ALLOWANCE CHANGE REQUEST (4441)<br>NAVSUP 1220-2 (12-76) S/N 0108-LF-501-2206   |  |  |  | Instructions on Reverse  |                          | Please Type or Print                   |                               |   |
|---|--|--|--|--|--------------------------|--|-------------------------------|---|
| <b>1. FROM:</b> Commanding Officer<br>USS NEVERSAIL DD 0001<br>FPO S Fran, Calif.<br><br><b>TO:</b> NAVSEALOGCEN<br><br><b>VIA:</b> Applicable AFLOAT TYCOM and AFLOAT ISICs<br>ADMINISTRATIVE COMMANDER (ASHORE)   |  |  |  | <b>2. Date/Serial Number</b><br>12 December 1993 DD 901/013  |                          |  |                               |   |
|   |  |  |  | <b>3. APL/AEL/RIC Number</b><br>2-870004071  |                          |  |                               |   |
|   |  |  |  | <b>4. Status of Requested/Allowed Item</b><br><input checked="" type="checkbox"/> Item Addition or <input type="checkbox"/> Item on Board<br><input type="checkbox"/> Item Deletion or <input checked="" type="checkbox"/> Item Not on Board |                          |  |                               |   |
| <b>5. National Stock Number (NSN)<br/>or FSCM &amp; Part Number</b>   |  | <b>6. Equipment/Component (E/C)<br/>or Item Nomenclature</b> |  | <b>7. Unit<br/>of Issue</b>  | <b>8. Unit<br/>Price</b> | <b>9. Present<br/>Qty.<br/>Allowed</b> | <b>10. New<br/>Total Qty.</b> | <b>11. Extended Value<br/>of Change</b> |
| 9C 6605-00-825-5618   |  | Clinometer, Ship Trim Type I                                 |  | EA   | \$38.50                  | 3                                      | 4                             | \$38.50                                 |
| <b>12. Justification (Mandatory)</b><br>Present allowance does not allow for a Clinometer, Trim in the following necessary areas:<br>Main Engine Room D.C. Central, Secondary D.C. Station, and new Alternate D.C. Station authorized under SHIP ALT DD3318/184L completed 10/17/88 |  |  |  |  |                          |  |                               |   |
| <b>13. Copy To:</b>   |  |  |  | <b>14. Signature:</b><br>R.J. LEENGERS, CDR, USN   |                          |  |                               |   |
| <b>15. First Endorsement</b>  |  |  |  | <input type="checkbox"/> Approval Recommended <input type="checkbox"/> Disapproved <input type="checkbox"/> Other  |                          |  |                               |   |

Figure 2-1.—Sample allowance change request.

## COSAL Errors

To report any errors in the COSAL, you should use the OPNAV Form 4790/CK. You use this form for any listed equipment not on board or unlisted onboard equipment. This also includes differences between the identification data in the COSAL and the nameplate data on the equipment.

## ALLOWANCE CHANGE REQUEST

Revisions of published allowances are sometimes required at other than scheduled allowance list publication dates in order for shipboard systems to be properly supported. The responsibility of the ship is to recognize and promptly request necessary allowance list changes. However, before submitting an Allowance Change Request (ACR), NAVSUP Form 1220-2, the microfiche APLs/AELs in the technical

library of the nearest tender or naval supply center (NSC) should be reviewed. You must determine whether or not the desired change already shows on an APL or AEL that is more current than the one on board.

The responsibility for submitting ACRs rests with the commanding officer. Either the leading Storekeeper or the supply officer is normally expected to have the ACR prepared for repair parts or repairable and to assist in the preparation of ACRs for equipment and equipage.

## Preparation of an ACR

The ACR is the prescribed form for requesting item additions/deletions or quantity increases/decreases in all published allowance lists. The ACR can be filled out per the instructions on the back of the form. See figures 2-1, 2-2,

| ALLOWANCE CHANGE REQUEST<br>NAVSUP 1220-2 (12-76) S/N 0108 L F 501-2206  |  |                     |                  | Instructions on Reverse  |                       | Please Type or Print            |  |
|--|--|---------------------|------------------|--|-----------------------|---------------------------------|--|
| 1. FROM: CO, USS JOHN PAUL JONES (DDG-32)<br>FPO San Francisco, CA 96601   |  |                     |                  | 2. Date/Serial Number<br>6/3/93 DDG32/004  |                       |                                 |  |
| TO: OINC, Mechanicsburg Division (SEC 6830)<br>Naval Ship Engineering Center, Mechanicsburg, PA 17055              |  |                     |                  | 3. APL/ACR/DC Number<br>910070001  |                       |                                 |  |
| VIA: Commander Naval Surface Forces, U. S. Pacific Fleet<br>San Diego, CA 92155                                    |  |                     |                  | 4. Status of Requested/Allowed Item<br><input checked="" type="checkbox"/> Item Addition <input type="checkbox"/> Item on Board<br>or<br><input type="checkbox"/> Item Deletion <input type="checkbox"/> Item Not on Board |                       |                                 |  |
| 5. National Stock Number (NSN)<br>or FSCM & Part Number  | 6. Equipment/Component (E/C)<br>or Item Nomenclature | 7. Unit<br>of Issue | 8. Unit<br>Price | 9. Present<br>Qty<br>Allowed   | 10. New<br>Total Qty. | 11. Extended Value<br>of Change |  |
| 9C/3510-00-935-7813  | MARKING MACHINE, CLOTHING,<br>10 CHARACTER           | EA                  | 822.83           | 0  | 1                     | 822.83                          |  |
| 12. Justification (Mandatory)<br>Required for marking the crew's laundry to facilitate identification and sorting. |  |                     |                  |  |                       |                                 |  |
| 13. Copy To: COMNAVSURFPAC   |  |                     |                  | 14. Signature: <i>R. I. Sears</i><br>R. S. SEARS, LT, SC, USN<br>By direction  |                       |                                 |  |
| 15. First Endorsement  |  |                     |                  | <input type="checkbox"/> Approval Recommended <input type="checkbox"/> Disapproved <input type="checkbox"/> Other  |                       |                                 |  |

Figure 2-2.—Quantity decrease.

### INSTRUCTIONS FOR PREPARING ALLOWANCE CHANGE REQUEST (ACR)

- Block 1. ADDRESSEE. Complete in the same manner as other official correspondence.
- Block 2. DATE AND SERIAL NUMBER. The serial number will include the ship type/hull number of the ship and a sequential number.
- Block 3. ALLOWANCE PARTS LIST (APL), ALLOWANCE EQUIPAGE LIST (AEL), REPAIRABLE ITEM CODE (RIC) NUMBER (IF AVAILABLE). Enter the APL or AEL, number in this block.
- Block 4. STATUS OF REQUESTED/ALLOWED ITEM. Place an "X" in the appropriate box(es) to show the status of the requested/allowed item(s).
- Block 5. NATIONAL STOCK NUMBER (NSN) OR FEDERAL SUPPLY CODE FOR MANUFACTURERS (FSCM)\* AND PART NUMBER. Enter the NSN or the FSCM and manufacturer's part number. FSCMs are to be written in accordance with DOD publications H4-1 or H4-2 (Federal Supply Codes for Manufacturers).
- Block 6. EQUIPMENT/COMPONENT (E/C) OR ITEM NOMENCLATURE. Enter nomenclature for each stock number or part number listed in Block 5. Provide nameplate description and all available technical data. If the item listed is a repair part and the APL/AEL/RIC number for the parent equipment/component is not provided in Block 3, give nameplate data, if available, or as a minimum, manufacturer's name, item name, drawing or reference number, applicable technical manual, and the service application, system, or subsystem of the equipment which the repair part supports. (If additional space is required, use Block 12 or separate page).
- Block 7. UNIT OF ISSUE (U/I). Enter the approved abbreviation for each standard item as listed in the Management List—Navy (ML-N). For non-standard items, use the manufacturer's parts list for U/I data. If the U/I is unknown, LEAVE THIS BLANK.
- Block 8. UNIT PRICE. Enter the unit price for each item listed.
- Block 9. PRESENT QUANTITY ALLOWED. Enter present quantity allowed (authorized). Cite source and date of allowance document in Block 12.
- Block 10. NEW TOTAL QUANTITY. Enter the total of the present quantity allowed and the additional quantity requested.
- Block 11. EXTENDED VALUE OF CHANGE. New total quantity less present quantity allowed times Unit Price. (Not required for decreases.)
- Block 12. JUSTIFICATION. Indicate authority for present quantity allowed (Block 9) and reason for requesting change. Completion of this block is mandatory.
- Block 13. COPY TO. Enter abbreviated titles and codes. Addresses are not necessary unless they are not available in the SNDL.
- Block 14. SIGNATURE. Sign in the same manner as other official correspondence.
- Block 15. FIRST ENDORSEMENT. TYCOMS endorsement should include applicability to other ships and such other information which will assist in further consideration of the request.

\*Now COMMERCIAL AND GOVERNMENT ENTITY (CAGE)

NAVSUP 1220-2(12-76)  
S/N 0108-LF-501-2206

Figure 2-3.—Sample instructions for preparing an ACR.

and 2-3 for examples of how ACRs are filled out.

All ACRs are to be filled out by the individual who performs the maintenance on the equipment. The responsibility of your personnel is to check and research the information on the form to make sure the data is correct.

### Processing Control Point

After checking the ACR for completeness and accuracy, you will have the supply officer sign it. You will keep a copy for your files and forward the ACR to your TYCOM for approval. It usually takes about 3 to 6 months to get the information back on your request. See figure 2-4 for the step-by-step procedures used in processing an ACR.

### ALLOWANCE PARTS LIST MAINTENANCE

Any APL/AEL deficiencies, which may cause supply problems, can be the result of missing data

not listed, such as technical manual number, components, characteristics, and similar data. The APL/AEL can also contain errors such as the wrong manufacturer, part number, nomenclature, or maintenance capability level code. Deficiencies of this kind can be corrected by submitting a Fleet COSAL Feedback Report (FCFBR), NAVSUP Form 1371, which will be prepared and submitted to the proper activity or activities.

### Fleet COSAL Feedback Report

The personnel responsible for filling out an FCFBR are the individuals who work on the equipment. People will come to you, as the leading Storekeeper, and ask what they should do to report the error. After they have filled out an FCFBR, you must review the form for accuracy and completeness. Then you will forward the form to the ship's 3-M coordinator for submission. The FCFBR will be sent to the Naval Sea Logistics

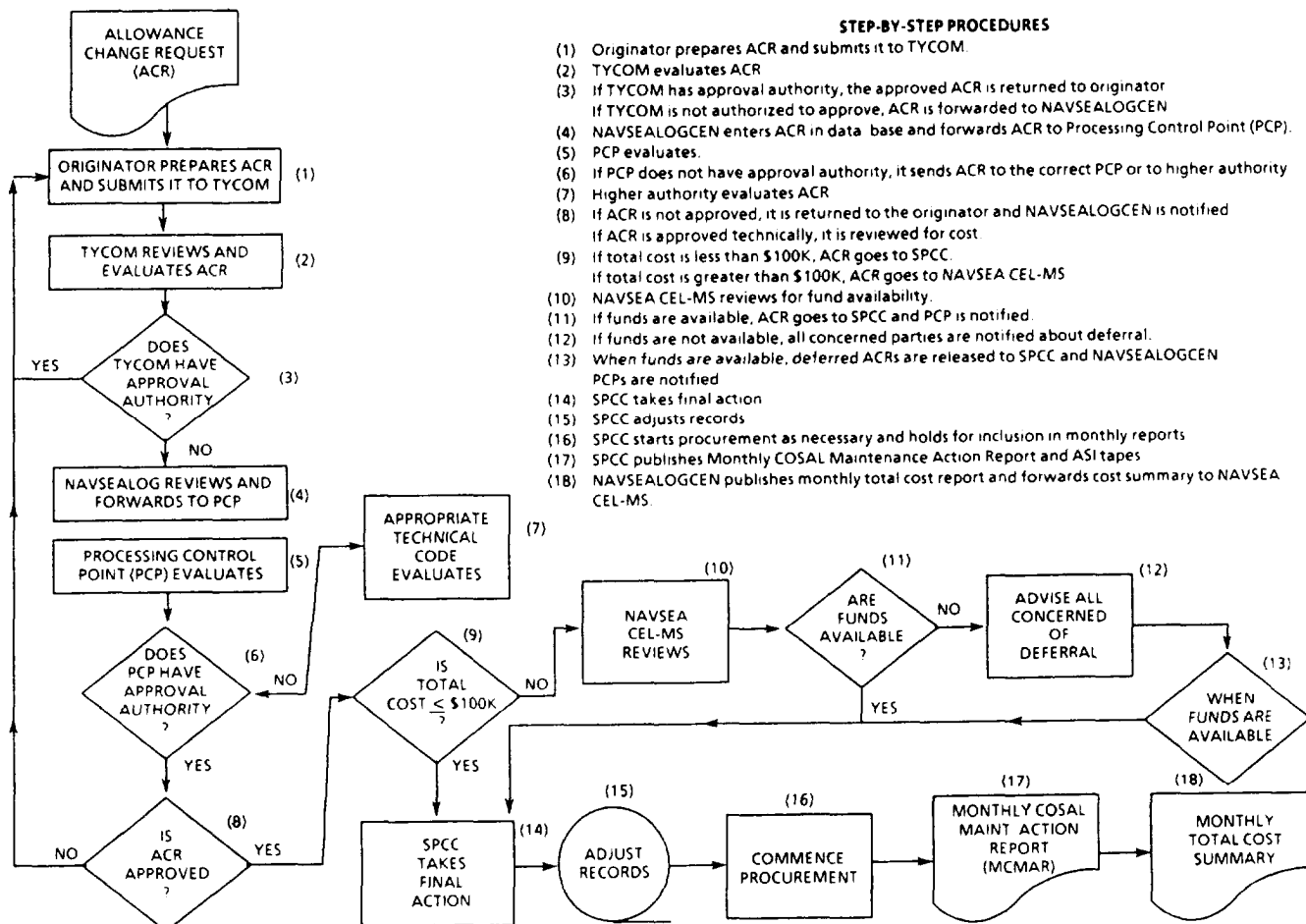


Figure 2-4.—Logic diagram for processing ACRs.

Center (NAVSEALOGCEN) for action. See figure 2-5 for an explanation of how to fill out an FCFBR.

### Planned Maintenance System Feedback Report

The Planned Maintenance System Feedback Report (PMSFBR), OPNAV Form 4790/7B, is a form used by fleet personnel on both automated and nonautomated ships to notify naval sea centers or the TYCOM on matters related to the planned maintenance system (PMS). There are two areas in which you will fill out a

PMSFBR. The first area is when your maintenance index pages (MIPs) or maintenance requirement cards (MRCs) are either missing or mutilated. Also, fill one out for problems with identification of required items listed on MRCs. The second area is when you discover discrepancies in PMS documentation, design, maintainability, reliability, or operational deficiencies by systems or equipment. You should include comments about deficiencies in any support PMS equipment, materials, parts, or tools. See figure 2-6 for an explanation of how to properly complete a PMSFBR.

|  |  |   |  |                                     |        |
|--|--|---|--|-------------------------------------|--------|
| <b>FLEET COSAL FEEDBACK REPORT (4441)</b>  |  | Please <u>Print</u> or <u>Type</u> all information                |  | NAVSEALOGSUPNGAC1 SHHNU             |        |
| <b>FROM</b><br><br>EM01S. L. JONES<br>USS DUARTE DD 901<br>FPO, SFRAN, CALIF. 96601  |  | APL/AEL NO  |  | 011456882                           |        |
|  |  | TECHNICAL MANUAL NUMBER   |  | PAGE                                |        |
|  |  | REF. CIRCUIT SYMBOL NO.   |  | NSN                                 |        |
| <b>TO</b><br><br>NAVSEALOGCEN<br>CODE 42<br>P.O. Box 2060<br>Mechanicsburg, PA 17055-0795  |  | PART NO. AND FSCM   |  |                                     |        |
|  |  | NAMEPLATE DATA (for Material Handling Equipment include IJVN No.) |  |                                     |        |
| FULLY DESCRIBE THE TECHNICAL PROBLEM. BE SPECIFIC. INCLUDE PART NUMBERS AND FSCMS, RSNS/CSNS, NSNS, AND ITEM NAME.<br><i>When practical attach copies of any amplifying document, i.e., copies of Tech. manual pages, drawings, schematics, MRC cards, etc. (Attach continuation sheet if needed).</i> |  |   |  |                                     |        |
| Thrust collar nut is maintenance significant and is not listed on the above APL.<br>FSCM 93233. MFRS Part Number R-1348-5 listed in technical manual 0947-1.F-106 9000.  |  |   |  |                                     |        |
| SUBMITTED BY: NAME, RATE, WORK CENTER  |  | TEL NO  |  | REVIEWED BY: WORK CENTER SUPERVISOR |        |
| S. L. JONES, EM01  |  |   |  | B.L. FRANK, EM03                    |        |
| REVIEWED BY: SUPPLY SUPPORT CENTER SUPERVISOR  |  | DATE  |  | ORIGINATOR'S SERIAL/TRANSMITTAL NO  |        |
| SKC BRONSON, SS01  |  | 12/18/80  |  | (0331B/001)                         |        |
| REVIEWING ACTIVITY RESPONSE  |  |   |  |                                     |        |
|  |  |   |  |                                     |        |
| NAME   |  |   |  | CODE                                | TEL NO |

NAVSUP FORM 1371 (REV. 7-86)

S/N 0108-LF-501-3712

Figure 2-5.—Fleet COSAL Feedback Report (FCFBR), NAVSUP Form 1371.

| REPORT SYMBOL OPNAV 4790-4  |  |
|---|--|
| <b>SEE INSTRUCTIONS ON BACK OF GREEN PAGES</b>  |  |
| <b>FROM (SHIP NAME AND HULL NUMBER)</b>   | SERIAL #   |
| U S S BROOKE (FFG-1)  | 011-84   |
|   | DATE   |
| TO  |  |
| <input type="checkbox"/> NAVAL SEA SUPPORT CENTER _____ (Category A)  |  |
| <input checked="" type="checkbox"/> TYPE COMMANDER (Category B)   |  |
| <b>SUBJECT: PLANNED MAINTENANCE SYSTEM FEEDBACK REPORT</b>  |  |
| SYSTEM, SUB-SYSTEM, OR COMPONENT  | APL/CID/AN NO /MK MOD  |
| AUto Ballast Comp Sys   |  |
| SYSKOM MIP CONTROL NUMBER   | SYSKOM MRC CONTROL NUMBER  |
| F-37/2-67   | T 44 E12F N  |
| <b>DESCRIPTION OF PROBLEM</b>   |  |
| CATEGORY A  | CATEGORY B   |
| <input type="checkbox"/> MIP/MRC REPLACEMENT  | <input type="checkbox"/> TECHNICAL   |
|   | <input type="checkbox"/> TYCOM ASSISTANCE  |
|   | <input type="checkbox"/> OTHER (Specify)   |
| REMARKS   |  |
| <p>Before testing setting on relief valve, we need calibration steps for Leslie-Matic controller. This step in procedure is not contained on the present MRC. This ship does not have any pub or tech manual showing the steps that should be taken in checking the Leslie-Matic controller for accuracy.</p> |  |
| ORIGINATOR & WORK CENTER CODE   | DIV OFFICER  |
| DEPT HEAD   | 3-M COORDINATOR  |
| Originator do not write below. For TYCOM use only.  |  |
| TYCOM   | <input checked="" type="checkbox"/> CONCUR <input type="checkbox"/> DO NOT CONCUR <input type="checkbox"/> TAKES ACTION <input type="checkbox"/> PASSES FOR ACTION |
| TYCOM SIGNATURE   | DATE   |
| OPNAV 4790/7B (Rev. 4-84) ACTION COPY      PAGE <u>1</u> OF <u>1</u><br>S/N 0107-LF-047-9037  |  |

|  |
|--|
| 1. ORIGINATOR:   |
| a. Typewritten copies are preferred, however handprinted copies are acceptable. Use ballpoint pen and ensure all copies are legible.<br><br>b. EQUIPMENT IDENTIFICATION: Fill in titled blocks that apply. Give as much information that can be determined. Ensure that correct APL number is used for hull, mechanical, or electrical equipment or electronic/weapons equipment which does not have an Army-Navy number or mark/mod designation.<br><br>c. DESCRIPTION OF PROBLEM: Check the appropriate box. |
| Category A   |
| (1) MIP/MRC REPLACEMENT. Ensure that PMS documentation request is current in accordance with latest SFR. For missing MIPs/MCRs, give SYSKOM control numbers when they can be determined. If SYSKOM control numbers cannot be determined, provide as much nameplate data as can be obtained. When ordering a variety of missing/worn MIPs/MCRs, the subject section shall be left blank.  |
| Category B   |
| (2) TECHNICAL. (a) Identify specific discrepancy discovered in PMS by MRC control number, step number, etc.<br><br>(b) For publication discrepancies, identify publication by number, volume, revision date/number, change number, page, paragraph, and/or figure as appropriate.  |
| <b>THIS FORM WILL NOT BE USED TO ORDER PUBLICATIONS</b>  |
| (3) TYCOM ASSISTANCE. Includes clarification of 3-M instructions and other matters related to PMS administration.  |
| (4) OTHER: Identify in detail any problem not covered by (1) through (5) above. Shifts of maintenance responsibility will be reported under this item. Ensure that all work centers involved in the change are identified by work center code. Approval by the Executive Officer will be shown in the "Remarks".   |
| d. REMARKS: Provide brief but complete description of problem or requirement. Executive Officer indicates approval of maintenance responsibility shift by endorsement. Use additional forms if more space is required. Mark additional forms, "page 2 of 2", "page 2 of 3", etc. Staple additional forms behind basic form.  |
| e. ORIGINATOR IDENTIFICATION: Sign and insert work center code in appropriate space.   |
| 2. DIVISION OFFICER: Review for accuracy and completeness, and sign in the space provided.   |
| 3. DEPARTMENT HEAD: Review for accuracy and completeness, and sign in the space provided.  |
| 4. 3-M COORDINATOR:  |
| a. Serialize, date, and sign in the appropriate spaces.<br><br>b. Routing Instructions: For category "A" FBRs, forward the white and yellow copies to the appropriate NAVSEACEN and the pink copy to the TYCOM. For category "B" FBRs, forward the white, yellow, and pink copies to the TYCOM. Retain blue copy in suspense file. Return green copy to the originator.  |
| OPNAV 4790/7B (Back)   |

Figure 2-6.—Planned Maintenance System Feedback Report, OPNAV Form 4790.2B.

| SHIP'S CONFIGURATION CHANGE FORM                                 |                                |                |                 | OPNAV 4790/CK                 |  | CONFIG FILE<br>CORR                     |  | COMP. W/A<br>NO DEPL |  | <del>COMP. DEPL</del>      |  |
|--|--------------------------------|----------------|-----------------|-------------------------------|--|---|--|----------------------|--|----------------------------|--|
| <b>SECTION I JOB IDENTIFICATION</b>                              |                                |                |                 |                               |  |   |  |                      |  |                            |  |
| JOB CONTROL NUMBER   |                                |                |                 |                               |  | ALTERATION IDENTIFICATION               |  |                      |  |                            |  |
| 1 SHIP'S UIC   |                                | 2 WORK CENTER  |                 | 3 JOB SEQ. NR.                |  | 4 ALTERATIONS (SHIPALT, FLD, CHG, ETC.) |  |                      |  |                            |  |
| 03129  |                                | EXSA           |                 | B689                          |  | SALSD 28758 D                           |  |                      |  |                            |  |
| A SHIP'S NAME  |                                |                |                 | B HULL NUMBER                 |  | C EIC                                   |  | D ACT. TKN           |  |                            |  |
| USS PLYMOUTH ROCK  |                                |                |                 | LSD 29                        |  | TF03                                    |  | 58                   |  |                            |  |
| 7 EQUIPMENT NOUN NAME  |                                |                |                 | 8 S/P MHRS EXP                |  | 9 ACT. MAINT. TIME                      |  | 10 COMP. DATE        |  | 11 M/R                     |  |
| LP AIR COMPRESSOR  |                                |                |                 | 004007                        |  | 06030                                   |  |                      |  |                            |  |
| <b>SECTION II JOB DESCRIPTION/REMARKS</b>                        |                                |                |                 |                               |  |   |  |                      |  |                            |  |
| 12 JOB DESCRIPTION/REMARKS                                       |                                |                |                 |                               |  |   |  |                      |  |                            |  |
|  |                                |                |                 |                               |  |   |  |                      |  |                            |  |
|  |                                |                |                 |                               |  |   |  |                      |  |                            |  |
| <b>SECTION III COMPONENT CONFIGURATION CHANGE IDENTIFICATION</b> |                                |                |                 |                               |  |   |  |                      |  |                            |  |
| 13 COMPONENT NOUN NAME   |                                |                |                 |                               |  |   |  |                      |  | 14 QUANTITY                |  |
| LP AIR COMPRESSOR  |                                |                |                 |                               |  |   |  |                      |  | 002A                       |  |
| 16 COMPONENT IDENTIFICATION                                      |                                |                |                 |                               |  |   |  |                      |  | 17 COMPONENT SERIAL NUMBER |  |
| 1 AND 2  |                                |                |                 |                               |  |   |  |                      |  | NONE                       |  |
| 18 COMPONENT APL/AEL   |                                |                |                 | 19 LOCATION (DECK/FRAME/SIDE) |  |   |  | 20 EIC               |  |                            |  |
| 061900511  |                                |                |                 | 3-110-0                       |  |   |  | TF03                 |  |                            |  |
| 21 NEXT HIGHER ASSEMBLY  |                                |                |                 |                               |  |   |  |                      |  | 22 S.A.C.                  |  |
| COMPRESSED AIR SYSTEM  |                                |                |                 |                               |  |   |  |                      |  | 08ACBEM01                  |  |
| 24 NAMEPLATE DATA  |                                |                |                 |                               |  |   |  |                      |  |                            |  |
|  |                                |                |                 |                               |  |   |  |                      |  |                            |  |
|  |                                |                |                 |                               |  |   |  |                      |  |                            |  |
| 25 MIP   |                                |                |                 |                               |  |   |  |                      |  |                            |  |
| A-004/003-A2   |                                |                |                 |                               |  |   |  |                      |  |                            |  |
| 26 EOSS  |                                |                |                 |                               |  |   |  |                      |  |                            |  |
| 9241-AB-MMO-010  |                                |                |                 |                               |  |   |  |                      |  |                            |  |
| <b>SECTION IV SPECIAL PURPOSE</b>                                |                                |                |                 |                               |  |   |  |                      |  |                            |  |
| 28 ORIN  |                                |                |                 |                               |  | 29 AILSIN                               |  |                      |  |                            |  |
| R0510  |                                |                |                 |                               |  | 30 SECAS OFFICE USE                     |  |                      |  |                            |  |
| <b>—INSTRUCTIONS—</b>  |                                |                |                 |                               |  |   |  |                      |  |                            |  |
| ITEM NUMBER  | SECTION I & II DESCRIPTION     | SECTION I & II |                 |                               | LEGEND   |   |  |                      |  |                            |  |
|  |                                | PAGE 1         | CONT. PAGE      |                               |  |   |  |                      |  |                            |  |
| 1  | JOB CONTROL NUMBER             | M              | M               |                               | 1A IF AVAILABLE      O OPTIONAL<br>1P IF APPLICABLE    NR NOT REQUIRED<br>M MANDATORY  |   |  |                      |  |                            |  |
| 4  | ALTERATION IDENTIFICATION      | IP             | IP              |                               |  |   |  |                      |  |                            |  |
| 5  | EQUIPMENT IDENTIFICATION CODE  | M              | NR              |                               |  |   |  |                      |  |                            |  |
| 6  | ACTION TAKEN                   | M              | NR              |                               |  |   |  |                      |  |                            |  |
| 7  | EQUIPMENT NOUN NAME            | M              | NR              |                               | SECTION I BLOCK 6<br>ACTION TAKEN  |   |  |                      |  |                            |  |
| 8  | SHIP'S FORCE MANHOURS EXPENDED | M              | NR              |                               |  |   |  |                      |  |                            |  |
| 9  | ACTIVE MAINTENANCE TIME        | M              | NR              |                               | SECTION III BLOCK 15<br>COMPONENT ACTION   |   |  |                      |  |                            |  |
| 10   | COMPLETION DATE                | M              | NR              |                               |  |   |  |                      |  |                            |  |
| 11   | METER READING                  | IP             | NR              |                               | <div style="display: flex;"> <div style="flex: 1;">           3A — PARTIALLY COMPLETED ALTERATION<br/>           3B — FULLY COMPLETED ALTERATION<br/>           3C — FULLY COMPLETED EQUIVALENT TO ALTERATION<br/>           3D — ALTERATION DIRECTIVE NOT APPLICABLE<br/>           1 — MAINTENANCE ACTION COMPLETED PARTS DRAWN FROM SUPPLY<br/>           2 — MAINTENANCE ACTION COMPLETED REQUIRED PARTS NOT DRAWN FROM SUPPLY (LOCAL MANUFACTURE PRE-EXPENDED BINS)<br/>           3 — MAINTENANCE ACTION COMPLETED NO PARTS REQUIRED         </div> <div style="flex: 1;">           A — REMOVED EQUIPMENT<br/>           I — INSTALLED EQUIPMENT<br/>           M — MODIFIED EQUIPMENT<br/>           CORR CONFIG FILE<br/>           NO MAINTENANCE ACTION<br/>           A — ADDITION OF RECORD<br/>           D — DELETION OF RECORD<br/>           C — CORRECT/CHANGE EXISTING RECORD         </div> </div> |   |  |                      |  |                            |  |
| 12   | JOB DESCRIPTION (REMARKS)      | O              | NR              |                               |  |   |  |                      |  |                            |  |
| 13   | COMPONENT NOUN NAME            | M              | M               | M                             |  |   |  |                      |  |                            |  |
| 14   | QUANTITY                       | M              | M               | M                             |  |   |  |                      |  |                            |  |
| 15   | COMPONENT ACTION               | M              | M               | M                             |  |   |  |                      |  |                            |  |
| 16   | COMPONENT IDENTIFICATION       | IP             | IP              | IP                            |  |   |  |                      |  |                            |  |
| 17   | COMPONENT SERIAL NUMBER        | 1A             | 1A              | 1A                            |  |   |  |                      |  |                            |  |
| 18   | COMPONENT APL/AEL              | M              | 1A              | 1A                            |  |   |  |                      |  |                            |  |
| 19   | LOCATION                       | M              | M               | M                             |  |   |  |                      |  |                            |  |
| 20   | EQUIPMENT IDENTIFICATION CODE  | NR             | 1A              | NR                            |  |   |  |                      |  |                            |  |
| 21   | NEXT HIGHER ASSEMBLY           | IP             | IP              | IP                            |  |   |  |                      |  |                            |  |
| 22   | SERVICE APPLICATION CODE       | 1A             | 1A              | 1A                            |  |   |  |                      |  |                            |  |
| 23   | WORK CENTER                    | NR             | M               | NR                            |  |   |  |                      |  |                            |  |
| 24   | NAMEPLATE DATA                 | NR             | M               | NR                            |  |   |  |                      |  |                            |  |
| 25   | MAINTENANCE INDEX PAGE         | 1A             | 1A              | 1A                            |  |   |  |                      |  |                            |  |
| 26   | EOSS                           | IP             | IP              | IP                            |  |   |  |                      |  |                            |  |
| 27   | TECH. MANUAL NUMBER            | 1A             | 1A              | 1A                            |  |   |  |                      |  |                            |  |
| WORK CENTER SUPERVISOR   | DIVISION OFF                   | SUPPLY DEPT    | J M COORDINATOR | SHIP SEQUENCE NUMBER          | PAGE   | OF                                      |  |                      |  |                            |  |
| MJL  | FTS                            | TJP            | BFD             | 69999                         | 1  | 2                                       |  |                      |  |                            |  |

Figure 2-7.—Configuration change resulting from SHIPALT (component removal) (page 1 of 2).

## **Configuration Change Form**

On board ship it is very important for the equipment technicians to submit a CCF for any changes or modifications to their equipment. This also includes any discrepancies in preventive maintenance. These technicians basically know when something is not right with their equipment. The leading Storekeeper or chief should also be aware of any changes that take place on board. You have to make sure the various departments submit a configuration change if they want you to support them with the necessary repair parts.

The importance of configuration change reporting cannot be overemphasized. You have to make sure these various work centers submit the changes. By submitting the CCF, these centers will help improve the supply and maintenance support to their own ship and to the fleet.

The responsibility of identifying and reporting configuration changes rests with all levels of command. Whenever new equipment is installed aboard ship, whether it is during an overhaul, done by ship's force, or done by an outside activity, you should make sure a configuration change is submitted. From some of these activities you will hear "We will submit the configuration changes for you." Do not accept this as hard fact. You should personally ensure submission of a configuration change so that you will get the necessary support.

When a work center fills out a configuration change, it has to be screened by the supply department for completeness. You also have to complete various blocks on the form. After you complete the form, it should be forwarded to the ship's 3-M coordinator for submission to the TYCOM. To understand the proper procedures for filling out and submitting a change, you should see the ship's *3-M Manual*, OPNAVINST 4790.4. See figures 2-7 and 2-8 for examples of two different OPNAV Form 4790/CK usages.

## **COSAL-RELATED CORRESPONDENCE**

A variety of COSAL correspondence is directed to every ship. Most of the correspondence is directed to the supply department; for example, APL revisions based on CASREP and 3-M usage data from the fleet, TYCOM class allowances,

change reports, and ship's allowance change reports. When this type of correspondence comes in, you should make sure changes to the COSAL are made and the necessary repair parts are ordered for stock.

Other less obvious but still important correspondence is generally not associated with supply, but you should make sure all COSAL correspondence is routed via the supply department so that the necessary changes can be promptly made. These types of changes often include ORDALTs, SHIPALTs, and hardware systems command letters.

## **REQUESTS FOR APLs AND AELs**

Occasionally, you will need copies of APLs or AELs that are missing, mutilated, or illegible. Also, when an initial or revised APL or AEL for a newly installed or modified equipment has not been received, you can request it from the nearest supply center, tender, shipyard, or from the cognizant TYCOM. If you are not near any of these activities, you can request a copy of the APL from the Ships Parts Control Center (SPCC), Mechanicsburg, Pennsylvania. You can do this by phone, message, speedletter, or use the NAVSUP Form 1220-1.

## **SHIP'S OPERATING CYCLE**

Completing a regular overhaul or a complex overhaul triggers the start of a ship's overhaul. The ship's operating cycle is defined as the period between overhauls and includes periods of availabilities.

Reporting procedures are different during availabilities and, therefore, are addressed under shipyard availability period not including the integrated logistics overhaul (ILO).

## **SHIP'S RESPONSIBILITY**

During the operating cycle, the ship's responsibility is to report, inquire, or request equipment/component or equipment changes detected or accomplished by the ship's force, a tender, an intermediate maintenance activity, or an alteration installation team. Any team that

SHIP'S CONFIGURATION CHANGE FORM CONTINUATION PAGE  
(REV 5-84) S/N 0107-LF-047-9010

OPNAV 4790/CK(C)

| JOB CONTROL NUMBER             |               |                | ALTERATION IDENTIFICATION                |  | SAME AS<br>P1, S111<br>EXCEPT | PAGE 2 OF 2 |  |
|--------------------------------|---------------|----------------|--|--|-------------------------------|-------------|--|
| 1 SHIP'S UIC                   | 2 WORK CENTER | 3 JOB SEQ. NR. | 4. ALTERATIONS (SHIPALT, PLO, CHG, ETC.) |  |                               |             |  |
| 03129                          | EXSAB689      | SALSD          | 28758                                    |  | D                             |             |  |
| 13 COMPONENT NOUN NAME         |               |                |  |  | 14 QUANTITY 15 CA             |             |  |
| 16 COMPONENT IDENTIFICATION    |               |                |  |  | 17 COMPONENT SERIAL NUMBER    |             |  |
| 18 COMPONENT APL/AEL           |               |                |  |  | 19 LOCATION (DECK/FRAME/SIDE) |             |  |
| 21 NEXT HIGHER ASSEMBLY        |               |                |  |  | 22 S.A.C.                     |             |  |
| 24 NAMEPLATE DATA              |               |                |  |  | 23 WORK CENTER                |             |  |
| WORTHINGTON-CEI INC HOLYOKE OP |               |                |  |  |                               |             |  |
| ERATION 200 CFM AT 125 PSI 100 |               |                |  |  |                               |             |  |
| 0 RPM MFR ID 32E2              |               |                |  |  |                               |             |  |
| 25 MIP                         |               |                |  |  | 26 EOMB                       |             |  |
| 27 TM                          |               |                |  |  |                               |             |  |
| 28 RIN                         |               |                |  |  | 29 AISIN                      |             |  |
| 30 SECAS OFFICE USE            |               |                |  |  |                               |             |  |

| JOB CONTROL NUMBER          |               |                | ALTERATION IDENTIFICATION                |  | SAME AS<br>P1, S111<br>EXCEPT | PAGE OF |  |
|-----------------------------|---------------|----------------|--|--|-------------------------------|---------|--|
| 1 SHIP'S UIC                | 2 WORK CENTER | 3 JOB SEQ. NR. | 4. ALTERATIONS (SHIPALT, PLO, CHG, ETC.) |  |                               |         |  |
| 13 COMPONENT NOUN NAME      |               |                |  |  | 14 QUANTITY 15 CA             |         |  |
| 16 COMPONENT IDENTIFICATION |               |                |  |  | 17 COMPONENT SERIAL NUMBER    |         |  |
| 18 COMPONENT APL/AEL        |               |                |  |  | 19 LOCATION (DECK/FRAME/SIDE) |         |  |
| 21 NEXT HIGHER ASSEMBLY     |               |                |  |  | 22 S.A.C.                     |         |  |
| 24 NAMEPLATE DATA           |               |                |  |  | 23 WORK CENTER                |         |  |
|                             |               |                |  |  |                               |         |  |
| 25 MIP                      |               |                |  |  | 26 EOMB                       |         |  |
| 27 TM                       |               |                |  |  |                               |         |  |
| 28 RIN                      |               |                |  |  | 29 AISIN                      |         |  |
| 30 SECAS OFFICE USE         |               |                |  |  |                               |         |  |

| JOB CONTROL NUMBER          |               |                | ALTERATION IDENTIFICATION                |  | SAME AS<br>P1, S111<br>EXCEPT | PAGE OF |  |
|-----------------------------|---------------|----------------|--|--|-------------------------------|---------|--|
| 1 SHIP'S UIC                | 2 WORK CENTER | 3 JOB SEQ. NR. | 4. ALTERATIONS (SHIPALT, PLO, CHG, ETC.) |  |                               |         |  |
| 13 COMPONENT NOUN NAME      |               |                |  |  | 14 QUANTITY 15 CA             |         |  |
| 16 COMPONENT IDENTIFICATION |               |                |  |  | 17 COMPONENT SERIAL NUMBER    |         |  |
| 18 COMPONENT APL/AEL        |               |                |  |  | 19 LOCATION (DECK/FRAME/SIDE) |         |  |
| 21 NEXT HIGHER ASSEMBLY     |               |                |  |  | 22 S.A.C.                     |         |  |
| 24 NAMEPLATE DATA           |               |                |  |  | 23 WORK CENTER                |         |  |
|                             |               |                |  |  |                               |         |  |
| 25 MIP                      |               |                |  |  | 26 EOMB                       |         |  |
| 27 TM                       |               |                |  |  |                               |         |  |
| 28 RIN                      |               |                |  |  | 29 AISIN                      |         |  |
| 30 SECAS OFFICE USE         |               |                |  |  |                               |         |  |

| JOB CONTROL NUMBER          |               |                | ALTERATION IDENTIFICATION                |  | SAME AS<br>P1, S111<br>EXCEPT | PAGE OF |  |
|-----------------------------|---------------|----------------|--|--|-------------------------------|---------|--|
| 1 SHIP'S UIC                | 2 WORK CENTER | 3 JOB SEQ. NR. | 4. ALTERATIONS (SHIPALT, PLO, CHG, ETC.) |  |                               |         |  |
| 13 COMPONENT NOUN NAME      |               |                |  |  | 14 QUANTITY 15 CA             |         |  |
| 16 COMPONENT IDENTIFICATION |               |                |  |  | 17 COMPONENT SERIAL NUMBER    |         |  |
| 18 COMPONENT APL/AEL        |               |                |  |  | 19 LOCATION (DECK/FRAME/SIDE) |         |  |
| 21 NEXT HIGHER ASSEMBLY     |               |                |  |  | 22 S.A.C.                     |         |  |
| 24 NAMEPLATE DATA           |               |                |  |  | 23 WORK CENTER                |         |  |
|                             |               |                |  |  |                               |         |  |
| 25 MIP                      |               |                |  |  | 26 EOMB                       |         |  |
| 27 TM                       |               |                |  |  |                               |         |  |
| 28 RIN                      |               |                |  |  | 29 AISIN                      |         |  |
| 30 SECAS OFFICE USE         |               |                |  |  |                               |         |  |

Figure 2-8.—Configuration change resulting from SHIPALT (component installation) (page 2 of 2).

comes aboard ship to install configuration changes is required to give you, either by magnetic tape or a hard copy, a completed CCF.

## **UPDATE THE WEAPONS SYSTEM FILE**

The WSF is maintained at SPCC, Mechanicsburg, Pennsylvania. The SPCC has a master record of equipment and components installed on each ship. The WSF is a duplicate of every ship's COSAL. This is a most vital record for each ship and you must submit all configuration changes to the SPCC as they occur. If you fail to update the WSF, you can end up with reduced supply support for the needed repair parts. This is an important file for your COSAL.

## **COSAL MAINTENANCE INSTRUCTION AND RECORDS**

A ship's instruction should be prepared listing procedures for maintaining the ship's COSAL and COSAL maintenance records. Appendix B of the *COSAL Use and Maintenance Manual* provides a sample COSAL maintenance instruction that includes the suggested format for a COSAL maintenance checkoff list and record log. The checkoff list and record log should be maintained to ensure a complete audit trail of all COSAL maintenance actions. Each change to any part of the COSAL should reference a COSAL maintenance action identification number. This file should be maintained in two sections, one for completed actions and one for outstanding actions. Using the audit trail, you will be able to personally review the COSAL maintenance records routinely at least once a week.

## **SCREENING REQUIREMENTS**

A ship's COSAL is designed to support the majority of unscheduled corrective maintenance requirements and PMS requirements. Each issue request for a repair part that is not included in the COSAL should be examined closely. Once it has been verified that a requested item is not carried (NC) by the supply department (that is, the item does not appear on the integrated stock list [ISL] and a stock record does not exist), then the COSAL Indexes and APLs

should be examined to find out whether or not the equipment itself is COSAL supported.

## **CASREP REQUIREMENT**

When a repair part is identified as a CASREP requirement, the work center supervisor and supply support supervisor will perform the screening requirements and provide the requiring department with data specified in *Navy Warfare Publication* 10-1-10. The following data must be verified:

- |   |                         |
|---|-------------------------|
| (1) DOWN EQUIPMENT                                      | (Nomenclature, serial)  |
| (2) TECHNICAL MANUAL                                    | (Type, model, serial)   |
| (3) PART NUMBER REQUIRED                                | (Appears in TM)         |
| (4) NSN   | (Appears in APL)        |
| (5) STOCK BATTERY AND ISL                               | (Determines if NIS/NC)* |
| (6) ML-N  | (Verify NSN)            |
| (7) SMR CODE  | (Appears in APL)        |
| (8) APL NUMBER & NOMEN-<br>CLATURE OF ITEMS<br>REQUIRED |                         |

\* For a not in stock (NIS) item give a reason (for example, issued on 9051, lost by inventory, transferred, and so forth).

\* For a not carried (NC) item give a reason (for example, equipment not supported, source, maintenance code, and so forth).

The above information must be used to fulfill the requirements of paragraph FOXTROT of the CASREP message and to complete the supply CASREP REQN message. CAUTION: Investigate NIS/NC conditions thoroughly before reporting a CASREP part not on board. See figure 2-9 for supply requirement for CASREP reporting.

## **PROCESSING A CONFIGURATION ADD TO THE COSAL**

When a new piece of equipment is installed or some kind of modification is made to existing equipment that is on board, but not supported by the COSAL, submit a CCF. Upon submitting the CCF, you should take the actions that are discussed in the following paragraphs.

### **Validation of Equipment**

The first step in processing an addition to the COSAL is validation. You must make sure the

P151744Z APR 93

FM USS KITTY HAWK  
TO COMSECOND FLT  
CTG TWO ZERO PT TWO  
COMNAVAIRLANT NORFOLK VA  
NAVSES PHILADELPHIA PA  
INFO AIG SIX EIGHT FOUR THREE  
NAVSEADET NORFOLK VA  
NUSC NEWPORT RI  
COMSPAWARSSCOM WASHINGTON DC  
NAVSHIPWPNSYSENGSTA PORT HUENEME CA

BT  
CONFIDENTIAL

- ( 1.) MSGID/CASREP/CV 63 KITTY HAWK/27//  
( 2.) POSIT/4530N2-04645W9/151615ZAPR93//  
( 3.) CASUALTY/INITIAL-82012/NO 1 OXYGEN ANAL/EIC:F300/CAT:2//  
( 4.) ESTIMATE/302359ZMAY82/RECEIPT OF PARTS NLT 28 MAY 82//  
( 5.) ASSIST/OTHER/PHILADELPHIA//  
( 6.) AMPN/REQUEST ASSISTANCE FORM NAVSES PHILA//  
( 7.) PARTSID/APL:490002/-/JCN:NO3363-EB01-0802//  
( 8.) TECHPUB/NAVSEA 0956-LP-023-810//  
( 9.) 1 PARTS  
/DL NATIONAL STOCK NO. ROD COSAL ONBD CIRCUIT  
/01 9H5930-01-050-6624 001 000 000 -  
/02 9H6630-01-049-0947 001 000 000 -//  
(10.) AMPN/REASON ITEM NOT ON BOARD-NO ALLOWANCE ALL PARTS LISTED IN  
PARTSID APL//  
(11.) ISTRIP  
/DL DOCUMENT ID QTY PRI RDD ACTIVITY REQ STATUS  
/01 V03363-3094-W400 001 05 149 NNZ 131601ZAPR93  
/02 V03363-3094-W401 001 05 149 NNZ 131601ZAPR93//  
(12.) RMKS/ANALYZER FAILS TO GIVE ACCURATE CONTINUOUS READOUTS,  
CAUSING COMPLETE LOSS OF OXYGEN MONITORING CAPABILITY. CAUSES  
BELIEVED TO BE COMBINED ENVIRONMENT (HEAT AND HUMIDITY OF  
FIREROOMS) AND PARTS FAILURE. OXYGEN MONITORS HAVE NOT WORKED  
PROPERLY SINCE INSTALLATION DURING ROH 80. NAVSES PROVIDED TECH  
ASSISTANCE IN JULY 1992 SHIP'S FORCE INSPECTION HAS NOW REVEALED  
HOLES IN BOTH TEFLON MEMBRANES.  
SHIP'S SCHEDULE: INPORT PHILADELPHIA 14 MAY-12 JUN. CONSIDER 28-30  
MAY IDEAL TIME TO OBSERVE UNITS IN OPERATION DUT TO INTENDED  
LIGHTOFF 28 MAY IMAV.//  
(13.) DWNGRADE/DECL 30 NOV 93//  
BT

Figure 2-9.—Supply requirement for CASREP reporting.

APLs/AELs are compared against the actual installed equipment. Failure to do this could result in processing the wrong APL/AEL and possibly ordering the incorrect repair parts support. See figure 2-10.

The second step is to validate the actual installed components/subcomponents against the basic APL. The APL obtained from the general distribution microfiche bank is not tailored to each equipment on every ship. It will list components that are supported under their own APLs that may be in your equipment. All components actually installed in the equipment must be validated against the components listed

on the basic APL to make sure the correct component APLs will be processed. Therefore, when reporting the installation of a new equipment to the SPCC, you should report the actual components installed in the equipment in the same manner. The APLs provided with your new COSAL will reflect the actual installed components as reflected in the WSF. The same procedures must be followed in validating the subcomponents listed on the component APL.

### APL Allowance Table

Now you must determine the number of installed equipments so you can select the correct

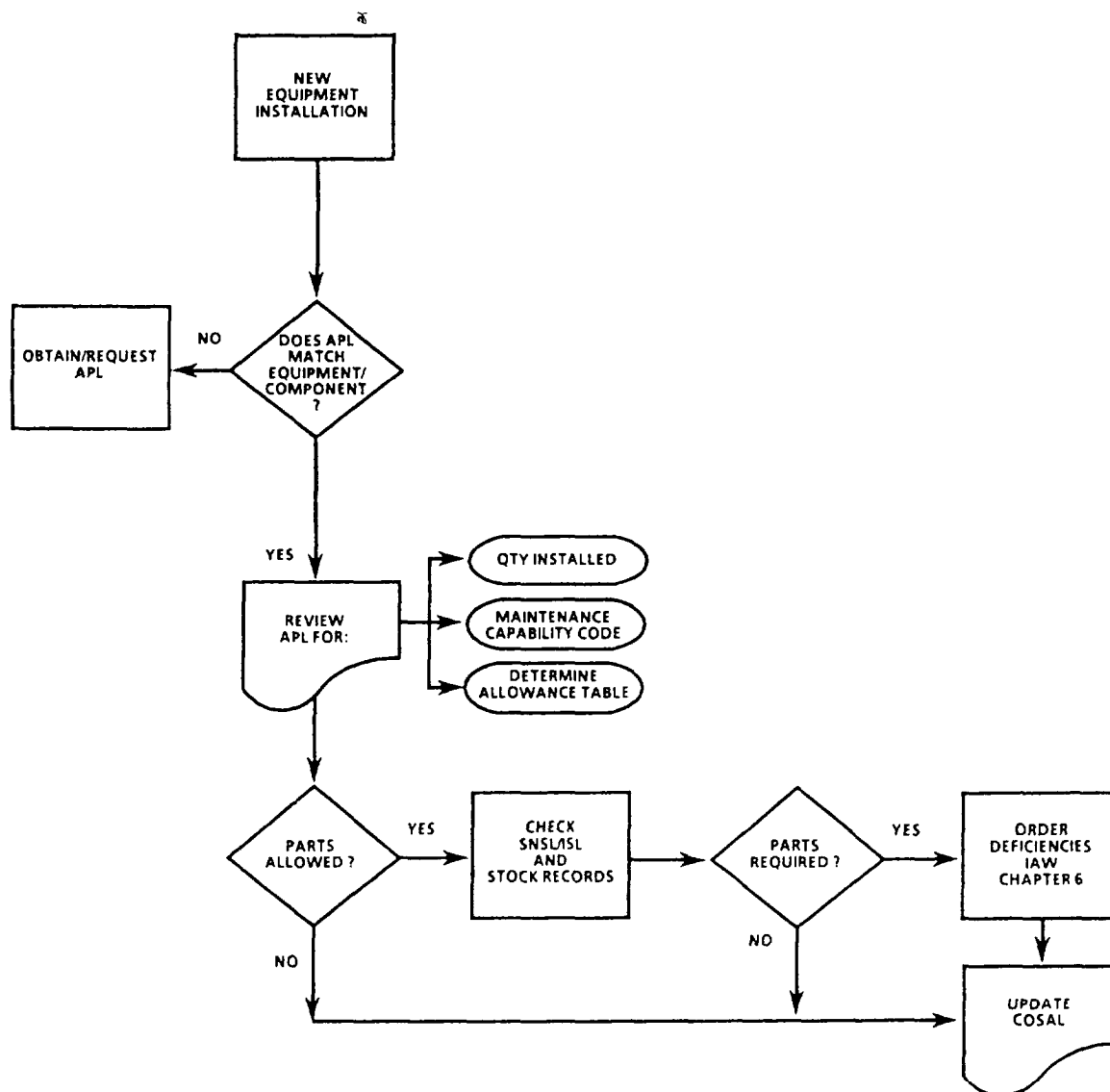


Figure 2-10.—Logic diagram for processing an interim allowance parts list.

**ALLOWANCE PARTS LISTS (APL)**

**NEW EQUIPMENT INSTALLED**

**THE NUMBER OF INSTALLED EQUIPMENTS DETERMINES THE APPLICABLE COLUMN**

| EQUIPMENT/COMPONENT NOMENCLATURE/CHARACTERISTICS  |   |  |   | TECHNICAL DOCUMENT NUMBER  | MANUAL PLAN   | IDENTIFICATION NO   | DATE     | PAGE   |                                 |  |  |  |  |   |   |   |   |     |      |       |   |   |     |      |       |    |    |   |   |   |    |    |
|---|---|--|---|--|---------------|---|----------|--|---------------------------------|--|--|--|--|---|---|---|---|-----|------|-------|---|---|-----|------|-------|----|----|---|---|---|----|----|
| PUMP CTFGL 20GPM 20 PSI 7300RPM MCC VLT   |   |  |   |  | 0947-214-9010 | 016021438   | 11-15-78 | 1  |                                 |  |  |  |  |   |   |   |   |     |      |       |   |   |     |      |       |    |    |   |   |   |    |    |
| <b>CHARACTERISTICS</b><br>MFR-WARREN PUMPS INC<br>NAVCOM PLAN-<br>MFR DWG-D9900403<br>MFR ID -I-S MOVC-7<br>PATTERN NO-174<br>EQUIP SPEC-MILP17639C<br>NSN-<br>LAPL-01-011<br>CAPACITY-20GPM<br>TOTAL DYNAMIC HEAD-25PSI<br>SPEED-1775<br>POWER RATING-1.08HP<br>IMPELLER DIA-7 1-8IN<br>TYPE-1-SMMOVC-7<br>MOUNTING-VERTICAL<br>ROTATION-CW<br>TYPE DRIVE- MOTOR<br>FSCM-63857<br>1172 |   |  |   | <b>OBTAIN THE TECHNICAL MANUAL AND COMPARE WITH THE EQUIPMENT</b>  |               | <b>ONBOARD ALLOWANCE TABLE</b><br><table border="1"> <thead> <tr> <th colspan="10">NUMBER OF EQUIPMENTS COMPONENTS</th> </tr> <tr> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5-8</th> <th>9-20</th> <th>21-50</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>7</td> <td>15</td> <td>36</td> </tr> </tbody> </table> |          |  | NUMBER OF EQUIPMENTS COMPONENTS |  |  |  |  |   |   |   |   |     | 1    | 2     | 3 | 4 | 5-8 | 9-20 | 21-50 | 1  | 2  | 3 | 4 | 7 | 15 | 36 |
| NUMBER OF EQUIPMENTS COMPONENTS   |   |  |   |  |               |   |          |  |                                 |  |  |  |  |   |   |   |   |     |      |       |   |   |     |      |       |    |    |   |   |   |    |    |
| 1   | 2 | 3  | 4 | 5-8  | 9-20          | 21-50   |          |  |                                 |  |  |  |  |   |   |   |   |     |      |       |   |   |     |      |       |    |    |   |   |   |    |    |
| 1   | 2 | 3  | 4 | 7  | 15            | 36  |          |  |                                 |  |  |  |  |   |   |   |   |     |      |       |   |   |     |      |       |    |    |   |   |   |    |    |
| BK77<br>N12487C041A<br>N18224<br>N199<br>PL999D0403PC25<br>PL999D0403PC38<br>PL999D0403PC9<br>657C1267C041AXXXX<br>65980372J028A<br>730A0033J047A<br>999D0403-41  |   |  |   | 63857 PACKING-PREFMD .9841D<br>63857 BUSHING<br>63857 RING-WTR SEAL<br>63857 KEY-IMPELLER<br>63857 SHIM<br>63857 SCREW-IMPELLER LOCK<br>63857 PACKING-PREFMD 3511D<br>63857 IMPELLER<br>63857 SLEEVE-SHAFT<br>63857 WASHER-IMPELLER<br>63857 PACKING MATERIAL-3-8 SQ |               | 9Z 5330-00-196-5382<br>9Z 3120-00-501-9518<br>9C 4320-00-449-0784<br>9Z 5315-00-480-4169<br>9Z 5365-00-448-0008<br>9Z 5305-00-574-0345<br>9Z 5330-00-805-2966<br>9C 4320-00-466-7649<br>9C 4320-00-449-0974<br>9Z 5310-00-500-3014<br>9Z 5330-00-197-9654   |          | 1 PA2Z Z E<br>1 PA2Z Z<br>1 PA2Z Z<br>1 PA2Z Z<br>1 PA2Z Z<br>1 PB2Z Z E<br>1 PC2Z Z<br>1 PA2Z Z E<br>1 PA2Z Z<br>1 PA2Z Z<br>1 PA2Z Z<br>3 FT |                                 | 1 EAP<br>1 EA<br>1 EA<br>1 EA<br>2 EA<br>1 EAP<br>1 EA<br>1 EAP<br>1 EAP<br>1 EA<br>1 EA<br>3 FT |  | <table border="1"> <thead> <tr> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5-8</th> <th>9-20</th> <th>21-50</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>7</td> <td>15</td> <td>36</td> </tr> </tbody> </table> |  | 1 | 2 | 3 | 4 | 5-8 | 9-20 | 21-50 | 1 | 2 | 3   | 4    | 7     | 15 | 36 |   |   |   |    |    |
| 1   | 2 | 3  | 4 | 5-8  | 9-20          | 21-50   |          |  |                                 |  |  |  |  |   |   |   |   |     |      |       |   |   |     |      |       |    |    |   |   |   |    |    |
| 1   | 2 | 3  | 4 | 7  | 15            | 36  |          |  |                                 |  |  |  |  |   |   |   |   |     |      |       |   |   |     |      |       |    |    |   |   |   |    |    |
| END   |   |  |   | <b>MAINTENANCE CODE</b>  |               |   |          |  |                                 |  |  |  |  |   |   |   |   |     |      |       |   |   |     |      |       |    |    |   |   |   |    |    |
| REFERENCE SYMBOL NO   |   | ITEM NAME  |   | STOCK NUMBER   |               | PART SOURCE<br>MAINT<br>RECOV<br>BLTY<br>NOTES<br>QTY IN ONE EOPT COMP.   |          | UH A 1 2 3 4 5-8 9-20 21-50  |                                 |  |  |  |  |   |   |   |   |     |      |       |   |   |     |      |       |    |    |   |   |   |    |    |
|   |   | FLSIP .25 ALLOWANCE PARTS LISTS (APL) PROVISIONING |   |  |               |   |          | 016021438 11-15-78 1   |                                 |  |  |  |  |   |   |   |   |     |      |       |   |   |     |      |       |    |    |   |   |   |    |    |
| SHIP TYPE & HULL NO.  |   | PAGE   |   |  |               | IDENTIFICATION NO   |          | DATE   |                                 |  |  |  |  |   |   |   |   |     |      |       |   |   |     |      |       |    |    |   |   |   |    |    |

**CHARACTERISTICS: THE DESCRIPTION ON THE APL MUST AGREE WITH THE NAMEPLATE DATA ON THE EQUIPMENT**

Figure 2-11.—Interim allowance parts list.

Onboard Allowance Table column. See figure 2-11.

### Maintenance Capability

You must refer to the column headed Maint. Process only those items having a quantity listed in the Allowance Table column that are within the maintenance capability of your ship as shown in figure 2-11. Use the following maintenance capability table to identify your items:

| <u>If Your Capability is</u> | <u>Then You Are Authorized Items Coded</u> |
|------------------------------|--|
| 2                            | 2 and O (Alpha O)                          |
| 3                            | 2, 3, and O                                |
| 4                            | 2, 3, 4, and O                             |
| 5                            | 2, 3, 4, 5, and O                          |
| 6                            | 2, 3, 4, 5, 6, and O                       |
| G                            | 2, 3, 4, 5, 6, G, and O                    |
| H                            | 2, 3, 4, 5, 6, G, H, and O                 |
| O (Alpha)                    | 2, 3, 4, 5, 6, and O                       |

Failure to process only those items within the ship's maintenance capability can result in receiving large bulky items that you are unable to handle or store properly.

You must also use the same procedure when ordering material on a direct turnover (DTO) basis. You may receive material on board that is not within your capability to replace in the equipment.

### Identification of Allowance Deficiencies

After the possible adds have been identified, you should check them against the stock record cards, stock number sequence list (SNSL), or ISL to determine if the parts are actual allowance deficiencies. The following guidelines should be used in making the transition from 'possible' to 'actual' allowance changes:

| <u>Situation</u>                 | <u>Action</u>                           |
|----------------------------------|---|
| (1) Item not previously allowed. | Order the full quantity on the new APL. |

### Situation

(2)\*\*Item already allowed in a quantity less than on the new APL.

### Action

Add the difference to the SNSL/ISL.

Adjust the NAVSUP Form 1114 to reflect the new higher allowance.

Order the difference between the old allowance and new allowance under the NAVSEA COSAL allotment.

See chapter 3 of NAVSUP P-485 for details.

If the on-hand and on-order quantity exceeds the old allowance quantity, take the difference between the new allowance and the total on-order and on-hand quantity and order the balance.

(3)\* \*Item already allowed in a quantity equal to or greater than the new allowed quantity.

Allowance does not change.

Add the new APL number to the SNSL/ISL.

\*\* Planned maintenance requirement (PMR) items are identified with a code P in the All Item column of the APL. The APL quantity should be added to the SNSL/ISL quantity, the NAVSUP Forms 1114 adjusted, and the higher adjusted quantity ordered. PMR items are additions to old allowances.

Insurance-type items (those that compute between .0623 but less than 1.0000 in a .25 Fleet Logistics Support Improvement Program [FLSIP] COSAL) are identified by an asterisk in front of the quantity; example: \*Q1-Qty 1, \*Q2-Qty 2, or \*99-Qty 99. These quantities are determined by rounding the computed quantity to a minimum replacement unit, technical override quantity, or planned maintenance requirement quantity, whichever is the greater.

Demand-based items are those items that compute to 2 or more. Demand-based items do not show an asterisk in front of the allowance quantity.

## UPDATE THE COSAL FOR ADDITIONS

The most important step in processing an addition to the COSAL is to get the necessary parts on board. However, once the repair parts are ordered and received, you must be able to identify them to the equipment and locate them in a storeroom. To get to the repair parts, you must take the actions as described in figure 2-12 and figure 2-13. These figures give a description of the shape and how to use the logistic diagram blocks under the following conditions.

### Nonautomated Ships

The procedures used by supply personnel that are stationed aboard ships, without mechanized capabilities, will now be discussed.

### SUMMARY OF ALLOWANCE PARTS LISTS/EQUIPAGE LISTS (SOAPL).— Enter

the new APL number in the SOAPL in numerical order within the proper category, such as hull, mechanical, electrical, ordnance, and electronic.

**PART I, SECTION A.—** Enter the new equipment in the COSAL Index, part I, appendix A, in the proper alphabetical sequence.

**PART I, SECTION B.—** Enter the new equipment in the proper service application code (SAC) in alphabetical order.

**PART I, SECTION C.—** Enter the required information in APL number sequence.

**PART I, SECTION D.—** Enter the required information in equipment identification code (EIC) sequence.

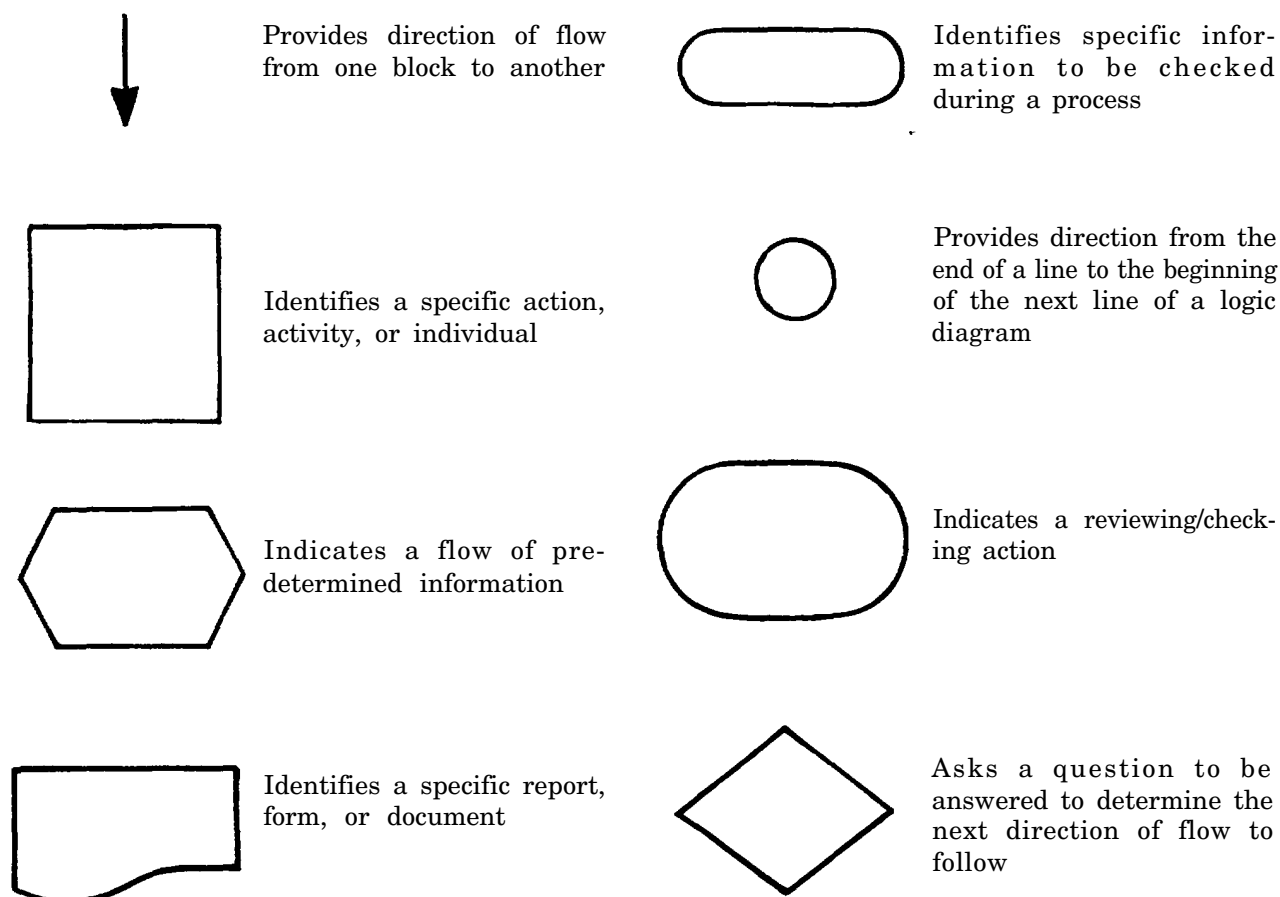


Figure 2-12.—Description of logistic diagram blocks.

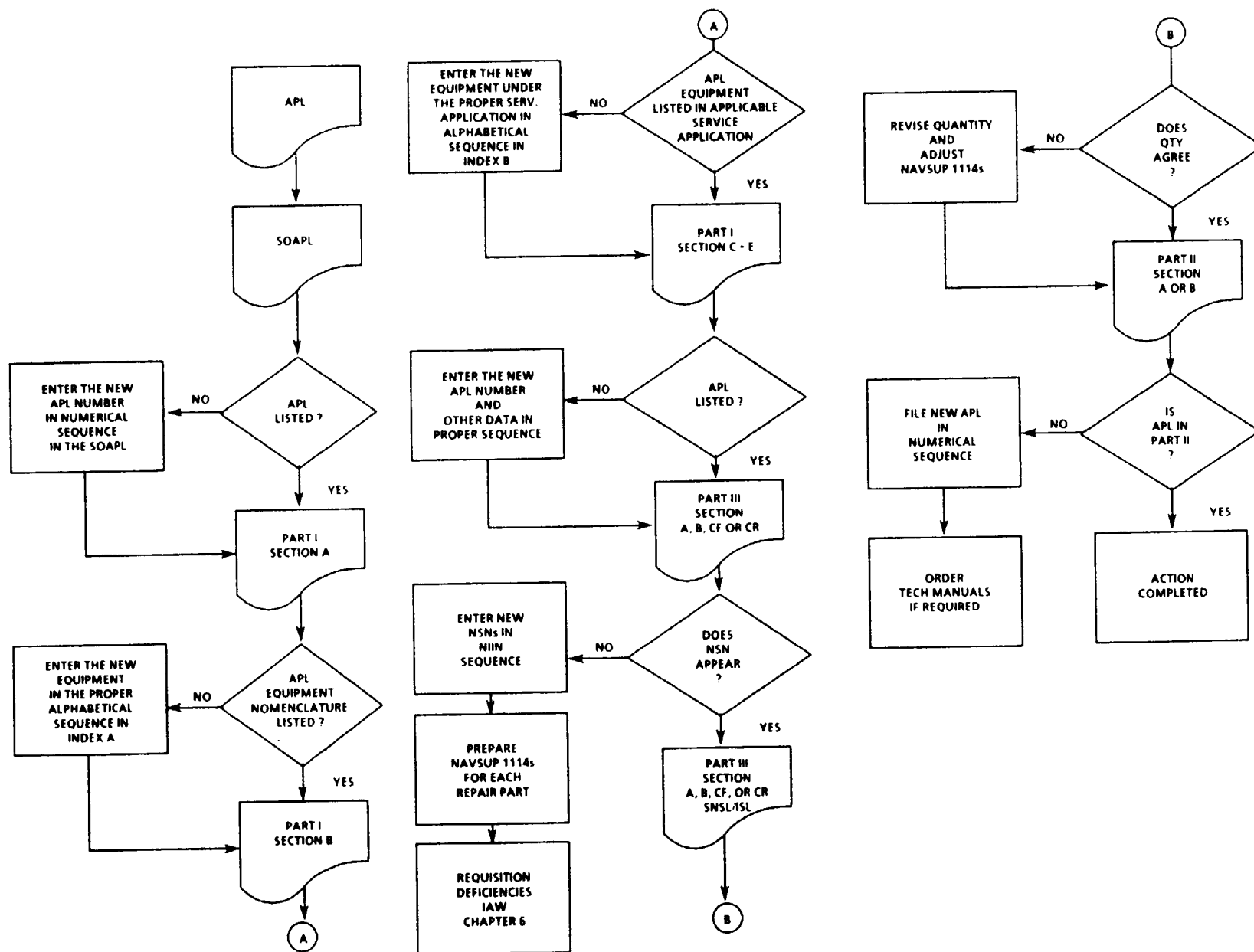


Figure 2-13.—Logic diagram for processing an APL addition to the COSAL.

|  |  |                            |                   |                       |          |                       |          |                       |          |
|--|--|----------------------------|-------------------|-----------------------|----------|-----------------------|----------|-----------------------|----------|
| T9066-AA-MAN-01A   |  |                            |                   |                       |          |                       |          |                       |          |
| From:  | Commanding Officer, USS _____  |                            |                   |                       |          |                       |          |                       |          |
| To:  | Commanding Officer, Naval Supply Center <u>Puget Sound</u>                           |                            |                   |                       |          |                       |          |                       |          |
| Via:   | (Type Commander, if required by TYCOM instructions)                                  |                            |                   |                       |          |                       |          |                       |          |
| Subj:  | SUBMISSION OF OUTFITTING REQUISITIONS CHARGE-<br>ABLE TO THE NAVY OUTFITTING ACCOUNT |                            |                   |                       |          |                       |          |                       |          |
| Ref:   | (a) Monthly New/Revised APLs/AELs COSAL<br>Maintenance Actions 03-CY-85 dated _____  |                            |                   |                       |          |                       |          |                       |          |
|  | (b) SPCC ltr 05533/1643 4441 dtd _____ ; Subj:<br>LOGSAT AN/BQS 14A                  |                            |                   |                       |          |                       |          |                       |          |
|  | (c) NAVSEA T9066-AA-MAN-010  |                            |                   |                       |          |                       |          |                       |          |
| Encl:  | (1) Outfitting account funded requisitions   |                            |                   |                       |          |                       |          |                       |          |
| <p>1. The net shortage requirements resulting from the COSAL allowance charges authorized by references (a) and (b) have been determined from onboard records and are forwarded as enclosure (1).</p> <p>2. An OPNAV 4790/CK has been submitted (as required by SPCCINST 4441.170) to support the allowance requirements ordered as a result of configuration changes and inconsistencies between the ship's COSAL and what has been validated as actually being on board ship.</p> <p>3. The following requisition numbers from enclosure (1) are certified to represent initial outfitting allowance requirements properly chargeable to the Navy outfitting account under reference (c):</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u>REQUISITION NUMBERS</u></td> <td style="text-align: center;"><u>APL NUMBER</u></td> </tr> <tr> <td>N05122-5125-1001-1010</td> <td>55803033</td> </tr> <tr> <td>N05122-5125-1011-1020</td> <td>58735285</td> </tr> <tr> <td>N05122-5125-1021-1027</td> <td>54068615</td> </tr> </table> |  | <u>REQUISITION NUMBERS</u> | <u>APL NUMBER</u> | N05122-5125-1001-1010 | 55803033 | N05122-5125-1011-1020 | 58735285 | N05122-5125-1021-1027 | 54068615 |
| <u>REQUISITION NUMBERS</u>   | <u>APL NUMBER</u>  |                            |                   |                       |          |                       |          |                       |          |
| N05122-5125-1001-1010  | 55803033   |                            |                   |                       |          |                       |          |                       |          |
| N05122-5125-1011-1020  | 58735285   |                            |                   |                       |          |                       |          |                       |          |
| N05122-5125-1021-1027  | 54068615   |                            |                   |                       |          |                       |          |                       |          |

Figure 2-14.—Sample letter of transmittal for ship's outfitting requisitions (except ILO team requisitions).

**PART I, SECTION E.**— Enter the required information in automated integrated language system identification number (AILSIN) functional group code sequence.

**PART III, SECTIONS A, B, CF, OR CR.**— Enter all NSNs in NSN order, add the APL/AEL number, and revise the quantity as applicable.

**PREPARE REQUISITIONS FOR ADDITIONAL ITEMS.**— Ships and ILO teams will prepare requisitions for net allowance deficiencies chargeable to NAVSEA outfitting accounts. All requisitions for deficient repair parts are to be submitted to the Naval Supply Center Puget Sound (NSCPS), Code 46.2, Bremerton, Washington. Regardless of the method of transmission, whether via tape, disk, or cards, you

must submit a letter. See figure 2-14 for an example letter. For further information and procedures on ordering deficient repair parts, see the COSAL, SPCCINST 4441.170.

**NAVSUP FORM 1114.**— Make sure a NAVSUP Form 1114 is prepared for each new item or quantity revisions are made to the existing NAVSUP Forms 1114 as applicable.

**PART II, SECTIONS A AND C.**— File all new APLs and AELs in the proper numerical sequence.

**TECHNICAL MANUAL.**— Make sure the proper technical manuals are obtained or revised as required. Compare the manuals to your existing APLs/AELs to make sure the information matches.

### **Automated Ships**

For automated ships, an APL addition to the COSAL is documented by a configuration change or equipment file correction action. If the APL/AEL does not exist in the automated COSAL file, you will enter an interim APL with amplifying nameplate and nomenclature data. All this information will eventually be entered in the WSF in Mechanicsburg, Pennsylvania. They will assign the permanent APL/AEL and forward the information to you by the automated shore interface (ASI) process. If the information already exists in the automated COSAL file, updated allowance, additional equipment identification, and repair part information will be forwarded to you by the ASI process.

### **PROCESSING DELETIONS TO THE COSAL**

When an equipment is deleted or identified as being in the COSAL but not on board, you must prepare a CCF. For the example to be used here to show an equipment deletion, the following information is known: The rotary pumps in the 150-ton chilled water air-conditioning system are being replaced. The air-conditioning motors which are components for the pumps are also being removed. The replacement pumps and motors will not be of the same type and size as those being removed. If the parts were the same as those removed, no action would be required other than validation.

### **Validation**

The first step in processing a “removed equipment” APL or an erroneous APL is validation. You must make sure the allowance document is validated against the actual removed equipment or that the equipment is not installed. See figure 2-15 for processing an APL deletion to the COSAL.

The second step in processing the removed equipment or wrong APL is to validate all component APLs listed on the basic APL to determine if those parts have been removed or are not installed. Just because an equipment has been removed from the ship does not mean that all components have been removed. Many of the parts for one equipment will work equally well on another and may, in fact, have been installed to replace a defective part on another piece of gear. This is why it is very important to process COSAL changes immediately after changes have occurred. You must make sure all changes are reflected in the COSAL before they are forgotten.

### **Identification of Deleted Items**

The third step in processing a removed equipment APL or wrong APL is to identify “possible” deleted items. Compare the items listed on the removed APL against the SNSL/ISL to determine the allowances. The only items that will be processed as deletions and later off-loaded are those items that pertain to equipment that has been removed.

### **Partial Deletes**

On occasion you may have partial deletes. For example, if only one of three pumps and motors was removed, the first step would be the validation, but all subsequent actions would be restricted to adjusting equipment quantities in part I, Indexes A, B, C, D, and E of your ship’s COSAL. No individual parts or items would be removed because they still support two installed pumps and motors. This may be a matter of judgment; if the allowance seems excessive or the item is an intensive repairable item management (IRIM), the supply officer and department head may consider adjusting allowances and off-loading.

### **Off-loading Excesses**

Excesses should be turned in to the nearest supply center under existing TYCOM instructions.

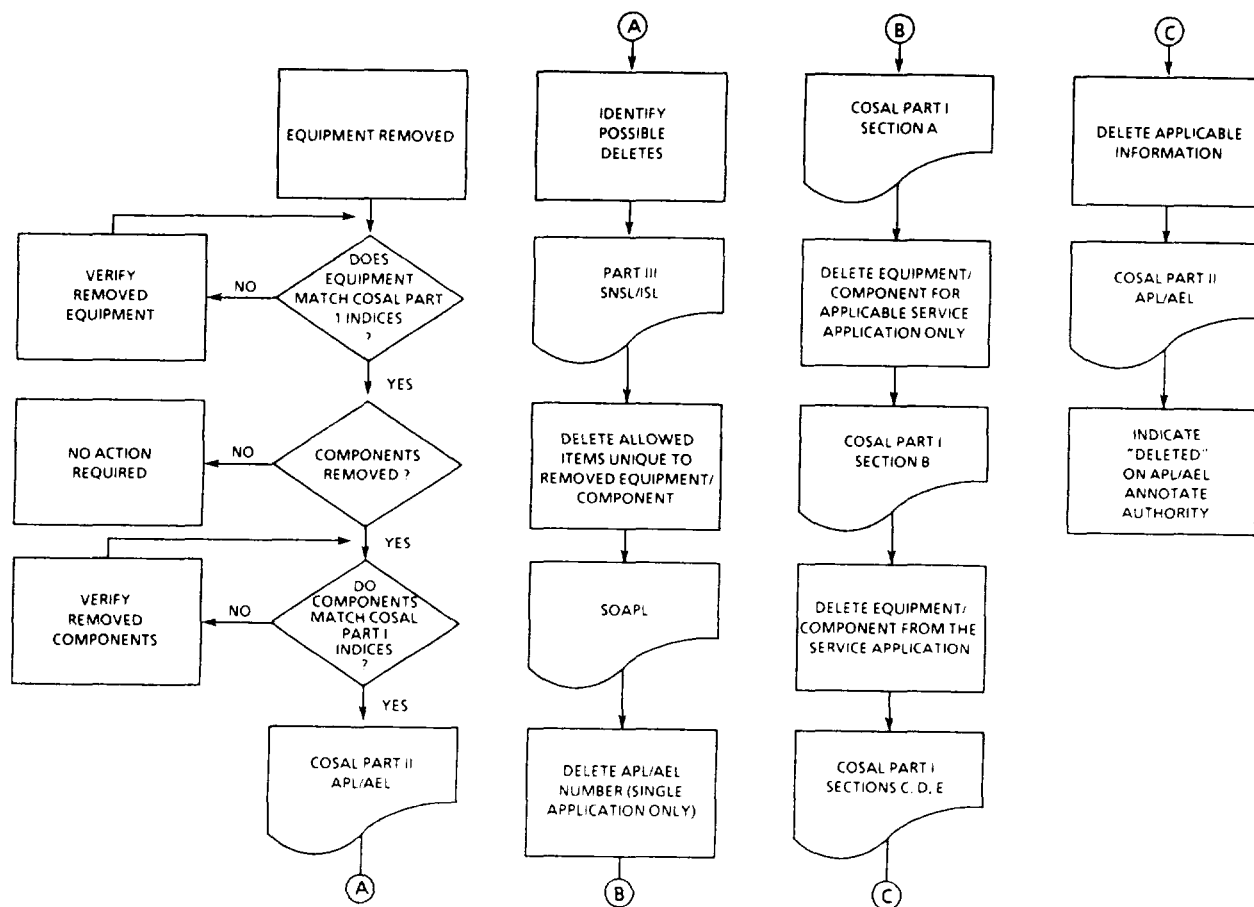


Figure 2-15.—Logic diagram for processing an APL deletion to the COSAL.

Credit for all material in excess will be granted to your TYCOM's operating budget per the credit policy of the inventory manager.

## UPDATING THE COSAL FOR DELETIONS

The most important step in processing a deletion to your COSAL is to make sure only those repair parts unique to the equipment removed are deleted. You should always protect the ship, but if you keep these parts on board, it can contribute to the deterioration of COSAL maintenance and material management, since it increases material management needs afloat and decreases material availability ashore in the system. In the previous steps, the equipment removed was validated and the excess repair parts identified. The next step is to update the COSAL.

## Nonautomated Ships

This section discusses the procedures used by supply personnel aboard ships without mechanized capabilities.

**SUMMARY OF ALLOWANCE PARTS LIST (SOAPL).—** Delete the APL/AEL number in the SOAPL. When deleting an APL/AEL, draw a single line through that APL number.

**PART I, SECTION A.—** Delete the equipment in the COSAL Index, just for the applicable service application only.

**PART I, SECTION B.—** Delete the equipment and/or component from the service application. Whenever you do deletions, always delete with a single line through the information.

**PART I, SECTION C.—** Delete all information in APL/AEL sequence.

**PART I, SECTION D.—** Delete all information in EIC number order.

**PART I, SECTION E.—** Delete all information in AILSIN order.

**PART III, SECTION A OR B.—** Delete all single application NSNS. When an NSN has two or more applications, line out only the APL that pertains.

**STOCK RECORD BATTERY, NAVSUP FORM 1114.—** Make sure you pull the NAVSUP Form 1114 for each single application item or quantity revision made, as applicable. For every NAVSUP Form 1114 that you pull from the stock record battery (SRB), you need to initiate a NAVSUP Form DD 1348-1.

**PART II, SECTIONS A AND C.—** Delete the APL/AEL for total deletes only by lining out the APL/AEL in red ink and citing the authority. Do not remove the APL from part II.

**TECHNICAL MANUAL.—** Make sure the proper technical manuals are disposed of for total deletes or revised as required.

### **Automated Ships**

For automated ships, a COSAL deletion is documented by a configuration change or equipment file correction action. The deletion will flow upline, through the normal data path, to the SPCC. The SPCC will forward all updated allowance information to your ship via the ASI process. The ASI process is explained later in this chapter.

### **PROCESSING MONTHLY COSAL MAINTENANCE ACTIONS AND REVISED APLs/AELs**

Pen-and-ink changes derived from the logistics readiness improvement program (LRIP), fleet COSAL feedback report (FCFBR), allowance change request (ACR), and internally SPCC-generated APL/AEL maintenance actions are provided to the fleet in the form of a monthly report.

### **Monthly COSAL Maintenance Report**

The monthly COSAL maintenance report (MCMAR) is tailored to ship type and hull number. The main purpose of this consolidated monthly report is to provide a simple method to manage the multitude of pen-and-ink changes required. The MCMAR provides detailed instructions and guidance in the processing of these monthly reports. After you have processed the monthly report, it should be filed in a binder by fiscal year as part of a COSAL maintenance record.

### **Revised APLs/AELs**

Periodically APLs/AELs require revisions based on actions such as the reprovisioning for some equipment and major changes to other equipment. A revised APL/AEL usually, if not always, changes allowances for individual items. You must compare allowances on the revised APL/AEL against the old allowances in the SNSL/ISL and stock record cards.

### **AUTOMATED SHORE INTERFACE**

The Navy has begun using an automated system to update a ship's COSAL. This system is the automated shore interface (ASI). The tape is generated by various shore commands, including the SPCC. These tapes will contain all changes and new APLs that pertain to the various ships in the fleet. These tapes are sent to the Navy Management Systems Support Office (NAVMASSO) so that they can separate the data by UIC. After separating the data, NAVMASSO forwards a copy of that ship's data to them. To further understand this process, consult *Afloat Supply Procedures*, NAVSUP P-485, chapter 2.

### **REGULAR AND COMPLEX OVERHAULS THAT INCLUDE AN INTEGRATED LOGISTICS OVERHAUL**

The responsibilities and procedures in the following paragraphs apply to maintaining the COSAL for all active naval ships undergoing an overhaul or other availabilities in shipyards.

We will discuss some of the ship's responsibilities in other activities involved in the overhaul effort. These areas are the Ship's Configuration and Logistics Information System (SCLSIS), ILO, and COSAL maintenance.

## **SHIP'S CONFIGURATION AND LOGISTICS INFORMATION SYSTEM**

The SCLSIS is NAVSEA's equipment accounting system. It replaced the Ship Equipment Configuration Accounting System (SECAS) in January 1989. The need to provide all managers with a single, standard source of accurate ship configuration data and to reduce fleet reporting to a single requirement dictated a central Navy system for monitoring the configuration and logistics support requirements of fleet units. These needs and requirements have been refined into the SCLSIS.

The SCLSIS is applicable to all ships of the active and reserve fleets (except certain exclusions of the SSBNs and nuclear propulsion systems). It covers the life cycle of the ship starting during construction.

SECNAVINST 4130.2 assigns responsibility to NAVSEA for maintenance and control of ship's configuration data, including related platforms, systems, and equipment.

For detailed instruction on the SCLSIS refer to NAVSEA 909-700.

## **INTEGRATED LOGISTICS OVERHAUL**

An ILO is conducted concurrently with the maintenance overhaul. The primary objective of the ILO is to make sure the ship's true configuration is supported both in logistics support documentation and by material provided to the ship at the end of an overhaul. Responsibilities assigned to activities included in the ILO process are discussed in detail in the ILO *Policy and Procedures Manual* published by NAVSEA.

During an overhaul, configuration changes that occur on board the ship must be reported to the ILO team. The ILO team documents the changes and reports them upline. Configuration data is then sent to the naval supervising activity (NSA), which is an interface between the ILO team and the configuration data manager (CDM). The CDM reviews the data and submits the information to the SPCC. The SPCC processes the data into the SCLSIS data base and the WSF. Once the SCLSIS data base and WSF have been updated, the data is provided to the ILO site to update their files by manual or automated means.

### **Responsibilities During ILO**

The ship's ILO team has certain responsibilities to make sure all documentation is

accurate and submitted to the necessary activities. The ILO team will serve as a focal point for tracking receipt of all configuration changes applicable during the overhaul. This includes all configuration changes made or that occurred during overhaul and will be documented by the ILO team and furnished to the NSA.

## **COSAL Maintenance Documentation**

During an overhaul, various activities assist the ship in documenting configuration changes into a COSAL. To make sure the accurate and timely documentation of all configuration changes is made, the ship must work closely with the ILO team, the NSA, and the SPCC. The responsibilities of each are defined in this section and all personnel should become familiar with those responsibilities; for example, once an equipment or component is installed on board, what events occur as a result and who is responsible for each evolution. Whenever possible, specific responsibilities are presented in the sequence in which they take place.

During an overhaul each ship is responsible for reporting all configuration modifications, additions, or deletions made by ship's force, tender, repair ship, or intermediate maintenance activity (IMA). It must be understood that the NSA has the responsibility for documenting configuration changes that take place as part of the shipyard overhaul effort. The NSA assumes responsibility for changes made outside of the overhaul effort (ship's force, tender, repair ship, or shore intermediate maintenance activity [SIMA]) if the ship documents and reports those changes to the NSA.

The "hands on" technician is most aware of the equipment changes that are being done in the work center. Figure 2-16 shows what kind of changes, actions, and who is responsible for updating the COSAL.

Individuals responsible for certain actions in processing changes are shown below. Normally, the first action is taken by the technician.

The technician responsible for the maintenance of the equipment initiates the configuration change report (CCR) and forwards it to the work center supervisor.

The work center supervisor validates the equipment change, reviews the CCR for accuracy and completeness, and forwards it to the division officer and department head.

The division officer and department head satisfy themselves as to the accuracy and

| <u>Activity Conducting Change</u> | <u>Type Change</u>                         | <u>Required Action</u> | <u>Reporting Responsibility</u> |
|-----------------------------------|--|------------------------|---------------------------------|
| Ship's Force                      | All Changes/<br>Mods SHIP-<br>ALTS/ORDALTS | CCR                    | Ship                            |
| Tender (AD/AS)                    | All Changes/<br>Mods Adds/<br>Deletes      | CCR                    | Ship                            |
| SIMA                              | All Changes/<br>Mods Adds/<br>Deletes      | CCR                    | Ship                            |
| Repair Ship (AR)                  | All Changes/<br>Mods Adds/<br>Deletes      | CCR                    | Ship                            |

Figure 2-16.—Changes, actions, and who is responsible for updating COSAL.

completeness of the CCR, retain a file copy, and forward the CCR promptly to the supply support center supervisor.

The supply support center supervisor equipment validates the CCR, checks all data for

accuracy and completeness, and forwards the CCR to the supply officer.

The supply officer assigns a CCR number and forwards the CCR to the NSA. See figure 2-17.

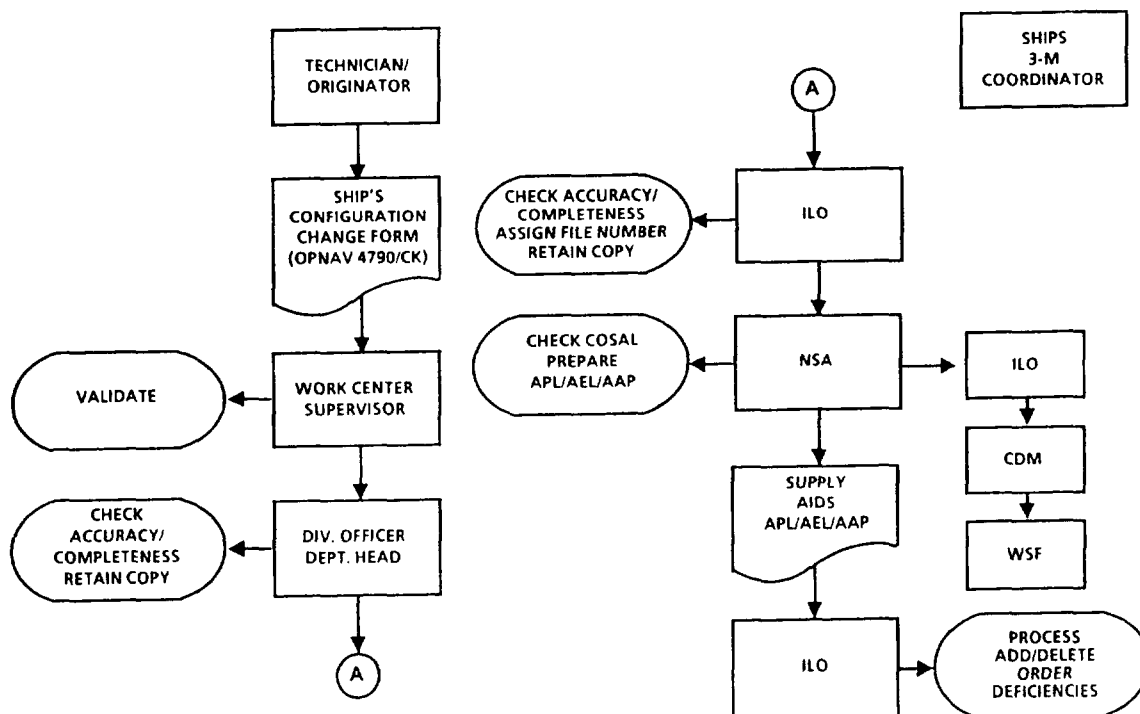


Figure 2-17.—Logic diagram for processing a configuration change report.

## **COSAL Review**

A final review should be conducted before completion of the overhaul period. This review will encompass all changes effected during the overhaul. All necessary documents; for example, shipyard job orders for equipment installation or removal, records of documentation submission by allowance design to ILO team, COSAL Indexes, ISL, and SOAPL to confirm processing, should be available to permit an item-by-item review.

The time required for the review will vary depending on the care exercised in maintaining records and the follow-up effort by the ILO team leader and ship's personnel. Before the review, the ship's representatives will be fully apprised of the purpose of the review and the necessity for them to be fully aware of the ship's equipment configuration, including all equipment changes effected.

Upon successful completion of the review, the ship's supply officer, weapons officer, electronics maintenance officer, and ship's engineer officer should have a realistic picture of equipment support available upon departure from the shipyard. When the summary listing of component changes (SLCC) is received, the ship will validate that all changes were processed and necessary action taken to add or delete support.

## **Postoverhaul Period**

The completion of the supply and maintenance overhaul signals the start of the ship's operating cycle. With the transfer of records from the ILO team and NSA to the ship, an absolute requirement is placed upon the ship to perform the following actions:

- Verification of the SLCC against actual onboard components. During the overhaul period, the NSA identified on a summary list of component/equipage changes (SLCC/SLEC) equipment changes taken place as a result of the shipyard overhaul effort and changes accomplished by ship's force or IMA as reported by the ship. Within 30 days after leaving the yard, ship's personnel must compare the SLCC with the equipment/components actually installed. Any discrepancies discovered between the SLCC and installed equipment must be reported to the SPCC. Unless informed otherwise, the SPCC will accept as fact those changes appearing on the SLCC, update the WSF, and provide the revised COSAL Indexes. Upon receipt of the revised

COSAL Indexes, supply personnel compare them against the old Indexes and SLCC/SLEC for completeness. Any errors in the revised COSAL Indexes must be reported to the SPCC so the WSF can be corrected. Once the comparison is complete, the revised COSAL Indexes are to be used and updated as configuration changes occur.

During the supply overhaul, the ILO team takes repair part support action based upon equipment changes reported on the SLCC. Therefore, after completion of the overhaul, if any errors are detected on the SLCC, the ship's supply officer must take the appropriate repair part support action.

- Verification of the SLCC against the COSAL. Upon completion of the validation between the SLCC and actual installed equipment, the SLCC will be compared with the COSAL to make sure all changes are repeated in the COSAL Indexes and copies of the APLs, AELs, and allowance appendix pages (AAPs) are filed in part H. When these actions have completed, the SLCC will be filed in the ship's COSAL, part I.

- ILO final letter. After the maintenance overhaul is completed and the SLCC has been received from the alteration activity (NAVSHIPYD or SUPSHIPOS) and verified, the ILO team leader sends a final report to the ship. The report reviews supply overhaul accomplishments, including financial and statistical data, and outlines postoverhaul tasks to be completed by the ship.

The actions required by the final letter will vary from ship to ship. Therefore, it is imperative that special attention be given to your ship's final letter to make sure all action items are completed. The final supplemental package received with the final letter will be processed using the postoverhaul ISL.

## **ILO Team Input to Postoverhaul ISL**

At the end of the supply overhaul, the ILO team will provide the Naval Supply Center, Oakland, with all necessary data to update the ISL record to reflect the latest support requirements. The supply availability control sheet will be used as the letter of transmittal for all such changes and will be clearly identified as applicable to the postoverhaul ISL only.

**INTEGRATED STOCK LIST.—** The ISL is an integrated stock list, in NIIN sequence, of the combined SNSLs (section A only) of the electronic, hull, mechanical, electrical, and ordnance segments of the COSAL, updated to support the changes made in configuration during the overhaul and to reflect additional support justified by the ship's own demand data. The ISL is, in effect, the postoverhaul SNSL and should be treated as the primary allowance list. A maximum of nine APL applications will be listed in the ISL for each NSN. However, every APL number supported by repair parts in the ISL is listed in the ISL summary of effective APLs. When additional configuration changes occur after the input cutoff date for the ISL, the ILO team will forward the changes to the Naval Supply Center, Puget Sound, at the end of the overhaul.

**UPDATING THE ISL AT END OF SUPPLY OVERHAUL.—** The Naval Supply Center, Puget Sound, will retain the magnetic tape record used to produce the ISL and will receive and process input from the ILO team for changes in requirements occurring after development of the ILO package. If supplemental data has not been received 60 days after the end of overhaul, the Naval Supply Center, Puget Sound, will request the activities, as applicable, to advise if changes will be forthcoming. If there are no changes, the ISL provided in the ILO package will reflect the latest support requirements. If changes have occurred and were reported, the Naval Supply Center, Puget Sound, will print a postoverhaul ISL and provide two copies to the ship and one copy to the applicable ILO team.

#### **SHIPYARD AVAILABILITY PERIOD THAT DOES NOT INCLUDE AN ILO**

This section defines the responsibilities and procedures for updating the COSAL during various availability periods when an allowance branch of an NSA assists the ship to meet its responsibilities. These availabilities include but are not limited to the following:

RAV—Restricted Availability

TAV—Technical Availability

FOA—Fitting Out Availability

PSA—Post Shakedown Availability

SRA—Selected Restricted Availability

If an NSA is not involved in a ship's availability period, the procedures for updating the COSAL are the same as the ship's operating cycle. For example, during a tender/SIMA availability, access to an NSA is not available or deemed necessary because the number of equipment/component changes made by a tender or SIMA is usually small. Therefore, the ship's operating cycle procedures are used.

If an NSA is involved in an availability period such as a selected restricted availability, the NSA assists the ship in basically the same manner as the overhaul procedures. The NSA provides assistance and performs certain functions such as documenting configuration changes on an SLCC, identifying APLs for equipment, and providing copies of APLs to update the COSAL.

The one exception is that during an availability period an ILO is not normally conducted and, therefore, the ILO team is not updating the COSAL. In this case, the aids to update the COSAL are sent to the ship and the supply officer must determine allowance changes, order deficiencies, and update the retained portions of the COSAL not held by the NSA.

Specific responsibilities and procedures to be used during an availability period without a concurrent ILO are now discussed.

#### **Start of Availability**

Upon arrival and on request by the NSA, the ship provides the Design and Allowance Branch a copy of part I and part II of the COSAL. This copy includes any SLCC/SLEC not superseded by a revised COSAL Index from the SPCC. The SOAPL and section A and B Indexes show all changes since the documents were published. The ship reflects the current APL/AEL/AAP allowance lists that apply to the ship's configuration.

#### **Naval Supervising Activity**

The NSA uses the copy of the COSAL provided by the ship to verify all configuration changes reported by the ship, contractors, and shipyard. The NSA validates and documents all configuration changes as they occur.

#### **Configuration Change Documentation**

During the shipyard availability, the NSA allowance section serves as the focal point for

receiving information on all configuration changes applicable to a ship during that period.

### **Ship's Responsibilities**

During the availability, the ship initiates COSAL configuration change reports for the following conditions:

- Adds. Actual equipment/components added or modified by ship's force, tender, or IMA.
- Deletes. Actual equipment/components added or deleted by ship's force, tender, or IMA.
- Other. Equipment support suspected of being wrong or deficient is reported in the same manner as an add or delete.

Each ship should maintain configuration change records per ship's instruction covering COSAL maintenance and SPCCINST 4441.170.

The hands on technician is most aware of the equipment changes that are being done in the work center. Figure 2-16 lists some of the types of activities making changes, types of changes, actions required, and reporting responsibilities. See figure 2-17 for routing of configuration change reports.

The NSA validates and documents configuration changes as they occur. Reference SPCCINST 4441.170 to obtain procedures used for developing and processing configuration change documentation.

### **Supply Support Process**

The NSA's basic responsibility during a shipyard availability period that does not include a supply overhaul is to initiate the supply support process. For each configuration add, the allowed repair parts are identified on the appropriate APL/AEL/AAP and a Supply Availability Card, NAVSUP Form 1109, is provided for each. Only those repair parts that fall within the maintenance capability of the ship are included. The NSA allowance section prepares a drawing request and transmittal form to forward actual configuration changes.

### **Supply Support Process—Ship**

Configuration changes received from the NSA should be signed and accounted for by the ship

in the manner prescribed in the ship's instruction covering COSAL maintenance.

### **CONFIGURATION CHANGE PROCESS.—**

The ship validates all configuration changes and reports discrepancies in APLs or repair parts support to the NSA allowance section. During the availability, all configuration changes are processed according to the ship's operating cycle COSAL updating procedures.

### **IDENTIFICATION OF ALLOWANCE DEFICIENCIES.—**

As noted above, the NSA identifies allowed repair parts to the appropriate APL/AEL/AAP and provides a NAVSUP Form 1109 as a supply aid for each allowed item. Receipt of a NAVSUP Form 1109 does not automatically increase the storeroom allowance of a repair part. Supply personnel determine deficiencies as follows:

Compare the NAVSUP Form 1109 card with the current SNSL/ISL/SRB, as applicable.

- If the item on the NAVSUP Form 1109 is not listed on the SNSL/ISL or in the SRB (that is, the item is not previously allowed), enter it on the SNSL/ISL, prepare a NAVSUP Form 1114, and order the full quantity allowed on the new APL.

- If the item is listed on the SNSL/ISL/SRB in less than the allowed quantity on the NAVSUP Form 1109, it is a "depth" add. Add the difference to the SNSL/ISL, adjust the NAVSUP Form 1114 to reflect the new higher allowance, and order the difference between the old allowance and the new allowance under the NAVSEA COSAL allotment. If the on-hand and on-order quantity exceeds the old allowance quantity, order the difference between the on-hand and on-order quantity and the new allowance.

- If the SNSL/ISL quantity is equal to or greater than the quantity on the NAVSUP Form 1109, add the new APL number to the SNSL/ISL. No other action is required.

The general rule is that the allowance quantity shown on the interim APL is not additive to any existing allowance. The allowance quantity will be either the quantity shown on the interim APL or the previous allowed quantity, whichever is higher. An exception to the rule is a PMR item that is identified by a P in the All Item column

of the interim APL. The allowed quantity shown on the interim APL for a PMR item is additive to any existing allowance in the SNSL/ISL.

**SUMMARY LIST OF COMPONENT/EQUIP-  
AGE CHANGES.—** During the last month of the availability, but no later than end of availability (EOA) minus 10 working days, the NSA consolidates all configuration changes processed to date into a master SLCC and SLEC. No later than EOA, two copies of the master SLCC and SLEC are delivered to the ship. The SLCC/SLEC is always typed. It is formatted in service application sequence for hull, mechanical, electrical, ordnance, and electronics (HMEO&E). This document serves as a supplement to the ship's COSAL Index.

**SLCC/SLEC REVISED PAGES.—** Since additional configuration changes may be identified for various reasons by the NSA after the SLCC/SLEC printing, a method of documenting these changes and updating the SLCC/SLEC is required. The NSA is responsible for forwarding the revised pages to the holders of the SLCC/SLEC with all necessary associated data (AAP, APL, and NAVSUP Form 1109 cards) to the ship.

During availabilities various activities are involved in maintenance of the COSAL. However, the ship is ultimately responsible for the accuracy of the COSAL. Refer to chapter 5 of the *COSAL Use and Maintenance Manual*, SPCC-INST 4441.170, for a complete description of COSAL maintenance procedures used during shipyard availability periods that do not include an ILO.

